

SOUTH HOLLAND LOCAL PLAN

WRITTEN STATEMENT AND PROPOSALS MAP

Inquiry Changes February 2006 – EDITION 3 (see paragraph 1.1 for explanation)

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CONTENTS

Chapter 1- ABOUT THE LOCAL PLAN	1
Chapter 2- PLANS AND STRATEGIES, OBJECTIVES AND PRIORITIES	7
Chapter 3- CORE STRATEGIC AND GENERAL POLICIES	17
Policy SG1- General Sustainable Development	17
Policy SG2- Distribution of Development	17
Policy SG3- Settlement Hierarchy	19
Policy SG4- Development in the Countryside	23
Policy SG5- Non-Agricultural Development On Agricultural Land	23
Policy SG6- Community Infrastructure and Impact Assessment	25
Policy SG7- Energy Efficiency	27
Policy SG8- Water Efficiency	28
Policy SG9- Development and Flood Risk	28
Policy SG10- Water Quality	29
Policy SG11- Sustainable Urban Drainage Systems (SUDS)	30
Policy SG12- Sewerage and Development	31
Policy SG13- Pollution and Contamination	32
Policy SG14- Design and Layout of New Development	32
Policy SG15- New Development: Facilities For Road Users, Pedestrians And Cyclists	34
Policy SG16- Parking Standards in New Development	34
Policy SG17- Protection of Residential Amenity	36
Policy SG18- Landscaping of New Development	36
Policy SG19- Protection of Open Spaces	37
Policy SG20- Extensions and Alterations to Existing Buildings	37
Policy SG21- Extension of Curtilages	39
Policy SG22- Advertisements and Signage Generally	39
Policy SG23- Advertisements Outside Defined Settlement Limits	40
Chapter 4- HOUSING	43
Policy HS1- The Housing Requirement	45
Policy HS2- Monitoring and Phasing of Housing	47
Policy HS3- New Housing Allocations	49
Policy HS4- New Housing in Spalding (Non-Allocated Sites)	51
Policy HS5- New Housing in the Area Centres (Other Towns and Donington) (Non-Allocated Sites)	52
Policy HS6- New Housing in the Group Centres (Non-Allocated Sites)	52
Policy HS7- New Housing in the <u>Open Countryside</u> <u>including</u> Other Rural Settlements	53
Policy HS8- Affordable Housing	58
Policy HS9- Rural Exceptions	58

Comment [.IC62]: Change to Contents Page section.

Contents

ii South Holland Local Plan – Inquiry Changes 2006 – Edition 3

Policy HS10- Design and Layout of New Residential Development	59
Policy HS11- Open Space In New Residential Developments	60
Policy HS12- Agricultural, Forestry and Other Workers Dwellings	61
Policy HS13- Temporary Agricultural Workers Accommodation	62
Policy HS14- Accommodation for Transient Agricultural Workers	64 66
Policy HS15- Agricultural Occupancy Clauses	66
Policy HS16- Conversion of Redundant Rural Buildings to Residential Use	66 67
Policy HS17- Replacement Dwellings in the Countryside	69
Policy HS18- Change Of Use Of Property To Housing In Multiple Occupation (HMO) Use	70
Policy HS19- Sites for Gypsies and Travellers	
 Chapter 5- ECONOMY	 71
Policy EC1- Major Employment Areas- Sites Allocated for Employment Use	73
Policy EC2- New Employment Development In Built Up Areas But Outside The Major Employment Areas	75
Policy EC3- Existing Employment Areas/Premises	76
Policy EC4- Farm Diversification Including Re-use of Redundant Rural Buildings	77
Policy EC5- Development Within Retail Town, District and Local Centres	81
Policy EC6- Development In Primary Shopping Areas	81
Policy EC7- Retail Development Outside Defined Retail Centres	82
Policy EC8- Small Scale Retail Development	82
Policy EC9- Town Centre Evening Economy	82
Policy EC10- Hot Food Take-Aways	84
Policy EC11- Farm Shops	84
Policy EC12- Garden Centres	85
Policy EC13- The Northern Expansion Area, Spalding	85
Policy EC14- Land Rear of The White Hart, Spalding	86
 Chapter 6- CONSERVATION AND ENHANCEMENT OF THE ENVIRONMENT	 87
Policy EN1- Development and Sites of Special Scientific Interest	88
Policy EN1A- Development and Sites of Local Nature Conservation Importance	88
Policy EN2- Wildlife Corridors and Other Areas	88
Policy EN3- Renewable Energy	91
Policy EN4- Development Affecting Listed Buildings	95
Policy EN5- Alteration, Extension And Change Of Use Of Listed Buildings	97
Policy EN6- Demolition Of Listed Buildings	98
Policy EN7- Development Affecting Conservation Areas	99

Policy EN8- Demolition Of Unlisted Buildings Within Conservation Areas	101
Policy EN9- Shop Fronts In Conservation Areas Or On Listed Buildings	102
Policy EN10- Adverts And Signage Within Conservation Areas And On Or Near Listed Buildings	103
Policy EN11- Security Shutters	104
Policy EN12- Scheduled Monuments	105
Policy EN13- Important Sites- Gateway Sites and Vistas	106
Chapter 7- LEISURE, RECREATION & TOURISM	107
Policy LT1- Leisure, Recreation and Tourist Facilities	107
Policy LT2- Safeguarding Open Space For Sport, Recreation And Leisure	110
Policy LT3- Recreational Routes, Public Rights-Of-Way, Disused Railway Lines	111
Policy LT4- The Fens Waterways Link	112
Policy LT5- Golf	113
Policy LT6- Leisure Hubs	114
Policy LT7- Caravan Sites	114
Policy LT8- Equestrian Development	116
Chapter 8- TRANSPORT & COMMUNICATIONS	117
Policy TC1- Safeguarding Road Routes	119
Policy TC2- Cycling, Cycleways	120
Policy TC3- Telecommunications	121
Policy TC4- Roadside Services	122
Chapter 9- IMPLEMENTATION AND MONITORING OF THE LOCAL PLAN	125
Appendices	127
Appendix 1- Housing Land	127
Appendix 2- Parking Standards	131
Appendix 3- List of Background Papers	139
Appendix 4- Glossary of Terms and Abbreviations	141
Index	148

Contents

iv South Holland Local Plan – Inquiry Changes 2006 – Edition 3

Chapter 1- ABOUT THE LOCAL PLAN

► This Local Plan

1.1 This document is Edition 3 of the Inquiry Changes version of South Holland District Council's proposed Local Plan. It is based on the earlier Redeposit version, subsequent Pre-Inquiry Changes and Inquiry Changes (Editions 1 and 2). It is a comprehensive statement of our planning policies for the development and use of land in the District until the year 2021. We undertook formal consultation on the Redeposit Plan during summer 2005. We considered the representations received and decided to propose Pre-Inquiry Changes to the Plan, which were consulted on in autumn 2005. During the course of the Inquiry in January 2006 and February 2006 we decided to propose further Inquiry Changes. Edition 1 contains Inquiry Changes referenced IC1 to IC36 and was published with opportunity for comment. Edition 2 contains Inquiry Changes referenced IC41 to IC61 (numbers 37 to 40 not used) and was published with opportunity for comment. Edition 3, this document, contains Inquiry Changes referenced IC62 onwards. **There is now opportunity for interested parties to submit comments on the Edition 3 Inquiry Changes. These comments and the Council's response will be placed before the Inspector, so that he can have regard to them when making decisions about the Plan. In this document the parts of the Plan which are proposed for deletion are shown with text struck out, whilst newly inserted text is underlined. Proposed changes to the Proposals Map are illustrated on maps at the back of this document. Each proposed Inquiry Change is referenced with a number prefixed "IC" which appears in the column. Where a number of changes are made in the same 'section' of the Plan then they share the same IC number and a 'down arrow' beside the IC reference indicates that there are other changes in the remainder of the section.**

1.2 Publication of Redeposit Plan followed earlier consultation, during 2001, on the First Deposit Draft version (which had a shorter plan period, to 2011). Since then we have undertaken some key pieces of work which underpin this latest version, for example:

- A Strategic Flood Risk Assessment;
- A more detailed Urban Capacity Study and improved Housing Land Monitoring;
- A Settlement Services and Facilities Survey;
- Interim Statements on Affordable Housing policies.

Also, the Housing Needs Survey, Retail Study and Open Space Survey have all been updated.

1.3 As well as taking on board this new or updated evidence, we have considered the representations received on the earlier draft in preparing this Local Plan. We

Comment [.IC63]: Changes to Chapter 1 "About the Local Plan" section will be necessary upon adoption of the Plan to update and reflect stage and status of final version (changes not made on this version). Changes to Proposals Map (including insets and key) will also be necessary to update as a consequence of other changes made to the Plan.



have also had to respond to changing national, regional and sub-regional policy. This is explained in more detail below.

- 1.4 Therefore the Council's intention is that this Plan should reflect appropriately the national and regional policy in a way that is relevant to the District and which enables it to address those local issues which are priority for the community of South Holland.
- 1.5 Whilst some policies have had little or no change, many policies have been revised and there are also new policies introduced since the First Deposit Draft. In particular the core strategy of the plan is now expressed as policy. We have also rearranged the policies within the plan under new chapter headings.
- 1.6 The document itself comprises this Written Statement together with a Proposals Map (including Inset Maps) in a separate folder. Policies appear in this document in **bold type** and each has a reference number, title and associated text which provides reasoned justification for the policy. The Written Statement also contains a number of appendices including a glossary of terms and abbreviations. Information shown on the Inset Maps is not repeated on the Proposals Map. Each inset map includes a linear scale and north-point. Various policy boundaries are shown on the maps. To avoid confusion the actual line of the boundary runs along its inner edge. If any discrepancies arise between the policies of the plan and the proposals map or inset maps then the written policies will always take precedence.
- 1.7 It is important to read the whole document to understand all the policies and guidance that will apply to proposals for development. PROPOSALS FOR DEVELOPMENT WILL BE ASSESSED AGAINST ALL OF THE POLICIES CONTAINED IN THIS DISTRICT LOCAL PLAN AS APPLICABLE. They will also be assessed against relevant policies contained in other documents which are part of the Development Plan, on which further information is given below.

► The Development Plan System

- 1.8 The town and country planning system is designed to regulate the development and use of land in the public interest. Development Plans are a vital part of the framework for regulating development and the Local Plan is part of the Development Plan. They are prepared following a statutory process of public consultation and debate. Such plans provide the primary means of reconciling conflicts between the need for development, including the need for infrastructure, and the need to protect and enhance the built and natural environment. Although their provisions are not prescriptive, they are intended to provide a firm basis for rational and consistent decisions on planning applications and appeals. Statutorily approved and adopted plans provide all concerned with development in a locality - residents and amenity bodies, developers and other business interests and those providing infrastructure - with a measure of certainty about what types of development will and will not be permitted and in which location.
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- 1.9 The key legislation is contained in the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991 and the Planning and Compulsory Purchase Act 2004. The fundamental requirement of the legislation is that development may not be undertaken without first obtaining planning permission from the local planning authority. National land use planning objectives are to be realised through a plan led system. Under the 1991 Act, the status of development plans was greatly enhanced. The Act expressly required planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise. The 2004 Act has formally set as an overarching objective for the planning system that it should contribute to the achievement of sustainable development. This reflects emphasis within Government policy and programmes on sustainable communities. We have undertaken a Sustainability Appraisal of this Local Plan as we did with the earlier draft and the adopted plan. These have helped inform preparation of the policies. The most recent appraisal is available as a background paper.
- 1.10 In order to secure consistency of approach to planning decisions the Government, through national and regional policy, sets a broad strategic framework for land use and development which needs to be considered in the preparation of development plans. National policy is in Planning Policy Guidance notes (PPGs) which are being updated and replaced by Planning Policy Statements (PPSs). At the regional level, policy is expressed in Regional Planning Guidance for the East Midlands (RPG8), now replaced by Regional Spatial Strategy (RSS8).
- 1.11 At the sub-regional level, Lincolnshire County Council prepares the Lincolnshire Structure Plan. The local plan is set within the higher level strategic framework provided by the structure plan and is required to be in general conformity with it. The First Deposit Draft Local Plan was found by Lincolnshire County Council to be in general conformity with its structure plan, including the then emerging replacement structure plan where appropriate.
- 1.12 However, since publication of the First Deposit Draft Local Plan in 2001 much has changed in terms of the national, regional and sub-regional context in which we prepare the Local Plan:
- RPG8 was published in 2002 (covering the period to 2021) and, most significantly, it reduced the strategic housing requirement for Lincolnshire;
 - The then emerging replacement Lincolnshire Structure Plan (to 2011) did not conform to RPG8 and has since been withdrawn;
 - A partial review of RPG8 was undertaken, being finalised and published early in 2005 as RSS8, although the strategic housing requirement has not been part of the review;
 - Work on a new Regional Spatial Strategy (RSS8) for the East Midlands, with a plan period to 2026, began during 2005. This review will include housing figures down to the District level. Options are due to be consulted on in October 2005 and a draft RSS is expected to be issued for consultation during September 2006.
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- The County Council has begun preparing a new Structure Plan (to 2021) to conform with RSS8 including the reduced strategic housing requirement, publishing a Deposit Draft in 2004 and Proposed Changes in 2005. The EIP into the Structure Plan was held during Summer 2005 with adoption anticipated early 2006;
- The County Council has also begun preparing the Lincolnshire Waste Local Plan, publishing a Deposit Draft in 2004 and a Revised Deposit draft in 2005;
- Government has revised some PPGs and updated and replaced some others with new-style PPSs;
- The development plan system itself has been changed by the Planning and Compulsory Purchase Act 2004.

1.13 The main features of the new development plan system are:

- Regional Planning Guidance to be replaced by Regional Spatial Strategies, which will become part of the Development Plan;
- Structure Plans to be abolished but County Councils still to prepare Minerals and Waste Plans;
- Local Plans to be replaced by Local Development Framework (LDFs) closely related to Community Strategies and prepared by District Councils.

► The Development Plan For South Holland

- 1.14 The current adopted/ approved development plan for South Holland comprises the South Holland District Local Plan 1998, Lincolnshire Structure Plan 1981 together with its Alteration No.1 1990, and Alteration No.2 1994, and the Lincolnshire Minerals Local Plan 1991. It also now includes RPG8 (2002) because it now has Regional Spatial Strategy status. However, as noted above there is progress in reviewing or replacing all of these documents. Therefore the drafts of the emerging documents will also be a material consideration in making planning decisions, and we have had regard to them in preparing this Local Plan.
- 1.15 Properly prepared Supplementary Planning Guidance (SPG) is a material consideration in the determination of planning applications. A number of SPGs have been prepared by the Council enlarging upon the requirements of policies contained in the plan. As part of the new system, SPGs are being replaced by Supplementary Planning Documents (SPDs) and further SPDs will be prepared as necessary.
- 1.16 Work on a new Regional Spatial Strategy for the East Midlands commenced during 2005. This review will be fully compliant with the requirements of the new system, which means for example that it will include district-level strategic housing requirements.
- 1.17 Under transitional arrangements set out by Government, current work on the new Lincolnshire Structure Plan and the new South Holland District Local Plan can
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continue through to adoption. There are revised procedures to be followed and these are set out in the Town and Country Planning (Transitional Arrangements) (England) Regulations 2004.

1.18 We have taken this opportunity to extend the period covered by this Local Plan to 2021, which reflects RSS8 and the emerging Structure Plan. The Local Plan will be ‘saved’ as part of the Development Plan for a period of three years from the date of its adoption. During that period, we will be expected to prepare our new-style Local Development Framework documents under the new system of plan-making. Hence, whilst this Local Plan has a plan period to 2021, there will be opportunity for community involvement in the early review of its policies and proposals as part of the new process soon after their adoption.

1.19 The key stages of preparation for this Local Plan under the transitional arrangements are :

Public consultation on issues	Spring 2001	✓
Publication of first deposit draft	Winter 2001	✓
Consideration of objections to the first deposit draft		✓
Publication of re-deposit draft (this document)	Spring 2005	✓
Consideration of objections to the re-deposit draft		✓
Public inquiry into objections by independent inspector	Early 2006	
Receipt of binding inspector’s report		
Make inspector’s changes to plan (if any) and adopt	Summer 2006	

1.20 Due to a number of circumstances, that have already been outlined, progression to this further draft of the Local Plan has taken significantly longer than was originally anticipated. The Council now wishes to progress with the Local Plan swiftly to adoption to provide greater certainty in decision making and achieve its aims. The intention is to adopt the Plan before 22 July 2006. In that case the requirement under the new system to undertake an environmental assessment of it in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (European Union ‘Strategic Environmental Assessment- SEA-Directive’) will not apply. However, as has already been stated, we have undertaken a Sustainability Appraisal of this Local Plan.

► The Local Development Scheme

1.21 A requirement of the Planning and Compulsory Purchase Act 2004 is that each local planning authority prepare a Local Development Scheme (LDS), which is a three year project plan indicating what plan documents they intend to produce and when. South Holland District Council has prepared its first LDS and recently submitted it to Government for assessment. When agreed it will be published on our website www.sholland.gov.uk and a copy will be available to view at the Council Offices. Our LDS sets out the council’s intentions to produce, for example, Core Strategy and Development Control Policies DPDs (Development Plan Documents), an AAP (Area Action Plan) for Spalding and a number of SPDs (Supplementary Planning Documents).

Chapter 2- PLANS AND STRATEGIES, OBJECTIVES AND PRIORITIES

An Overview Of South Holland

2.1 South Holland is an almost exclusively rural part of Lincolnshire, famous historically as a flower producing area. The largest settlement and focus of administration is Spalding. Spalding is supported by three market towns, Holbeach, Long Sutton and Crowland, and Sutton Bridge which developed as a port. Extensive land reclamation over many centuries has created a flat landscape intersected by raised banks and corridors of watercourses, sea defences and roads. South Holland is 74,238 hectares, consisting almost entirely of fenlands. The area is of national agricultural significance, with 80% of the land being of Grade 1 quality. This attribute has in turn produced an economy highly dependent on certain industries, with a large proportion of the workforce employed in the agricultural, food processing and distribution industries. Unemployment rates are low, but there is a consensus of feeling that economic diversification is required to secure this trend in the long term.

► Economy

- 2.2 South Holland's economy is generally stable. The District's economy has in the past demonstrated a high dependency on agriculture, horticulture and related industries, which can be seen as the reason for such stability. The agricultural sector makes a significant contribution to Lincolnshire's Gross Domestic Product. The road haulage distributors located in South Holland are intimately linked to food production. As a distribution centre of food produce the District is also of national significance. Further diversification is seen as the key to prosperity.
- 2.3 Overall employment levels are high, and traditionally the District has been a net importer of jobs. In some parts of South Holland, the demand for workers exceeds the ability of the area to provide labour. Workers have in the past travelled from places as far away as Doncaster, although now much of the District's labour needs are met by foreign workers resident in South Holland. Unemployment levels are only around 1.5%, compared to a national average of 3%. This can be explained in part by a deep tradition of self-sufficiency on the part of the inhabitants.
- 2.4 The encouragement of industrial, office, and warehouse provision within South Holland has seen recent success, with a strengthening of the economy and the growth of support industries. Two major business areas have been identified: Spalding Enterprise Area, which has seen an acceleration of new build recently, and Wingland Enterprise Park, which has planning consent and is awaiting any significant development.
- 2.5 A range of projects are being considered under the Holland Rural Partnership, with funding via the Transitional Lincolnshire Objective 2 Programme forming one
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- element. The four main themes are to consolidate the food cluster, develop tourism, transport and distribution, and create a climate of investment.
- 2.6 The rural nature of South Holland District, and the problems associated with this, has prompted the establishment of a Rural Action Zone (RAZ). The RAZ aims to deliver integrated solutions to the area's economic weaknesses. Increasing accessibility, both for passengers and freight, is a main priority in the area, and has been tackled by schemes such as Interconnect 505 bus service. Other key RAZ work includes improving the markets available for food, including the promotion of local produce, and improving education standards.
- 2.7 Retail service provision has traditionally been a role of the market towns and to some degree continues to be due to the area's rural character. Spalding is the main retail centre, with other centres such as Holbeach, Crowland, Long Sutton and Sutton Bridge serving more limited catchments. Peterborough, to the south of the District, draws heavily on Spalding's catchment, and competition from Boston, to the north, also has an impact. Alongside such recent retail developments as Springfields Retail Outlet Centre, Spalding Town Centre has strengthened, showing low shop vacancy rates. Similarly, the smaller area centres, whilst not supporting their traditional range of services and products, continue to provide for their surrounding communities.
- 2.8 Tourism is a sector of increasing significance and importance to the District and will play an important role in its economic prosperity. The increased temporary population allows for the provision and support of a wider range of services than would otherwise be viable. The District Council have made some effort to market the area as unspoilt and undiscovered, and the high levels of in-migration amongst older age groups suggest that it is seen as offering a high quality environment. An important long term project is the Fens Waterways Link recreational navigation project, linking the cathedral cities of Ely, Peterborough and Lincoln. This ties in with the increasing emphasis placed on ecological and tourism development, highlighted as priority areas by the District Council.
- 2.9 Investment in road infrastructure, new developments and environmental improvements has helped to reinforce Spalding's status as District centre. However, poor transport connections in the East Midlands as a whole continue to deter further major investment in the District. Agriculture related road haulage benefits the District's economy, but the use of heavy goods vehicles on rural roads can detract from the quality of life enjoyed by residents. The proximity of Peterborough to the south of the District encourages relatively high levels of out-commuting from that part of South Holland. Transport concerns are reflected by the promotion, through the Lincolnshire Agenda partnership, of increased links from the 'food hub' of South Holland to the A1(M) and markets further south. The proposed new A1073 between Spalding and Peterborough is a key element of this. Maintaining and improving rail services will also benefit the South Holland economy.
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► Environment and Resource Use

- 2.10 The natural environment of South Holland is primarily that of fenlands, including features such as lowland damp grasses and fen meadows. Recent Countryside Agency work characterised the entire District as lying within a wider Character Area entitled 'The Fens'. At a more local level, the South Holland landscape can be split into three types. The northern and extreme south-eastern areas are more characterised by trees and hedgerows, and are subsequently less open in appearance. The north-western area and the area extending from the south west through to the east are characterised by a lack of trees and hedgerows, being typical of cultivated fenland. The coastal area is dominated by salt marshes and mudflats. Drains and dykes act as the area's 'hedgerows', in terms of wildlife habitats as well as serving as important obstacles to soil loss. This assessment of the District is borne out in the Strategic Landscape Capacity Study carried out by John Campion Associates Ltd for the District Council in July 2003.
- 2.11 Agriculture plays a major role in shaping South Holland's character, and soil is one of the District's primary resources. Land use is predominantly arable with intensive cultivation on high quality soils. Turkey farming and flower and plant production also feature. Approximately 80% of the land is of Grade 1 standard, with the remainder of either Grade 2 or 3a. Such land is considered a national resource for the future, and soil quality will be a major issue whenever a switch from agriculture is considered. The highest quality farmland benefits from very strong protection in national planning policy. The 2000 Rural White Paper indicates that other factors, such as landscape and nature conservation, will be considered alongside agricultural importance, but strong support will continue to be given to the protection of high quality agricultural land.
- 2.12 Parts of South Holland are of significant importance in terms of wildlife habitats. Following on from the Countryside Agency work, English Nature defined a Natural Area covering 'The Fens'. The Wash supports large and diverse populations of wetland bird species. It is recognised at both national and international levels, being designated as a Site of Special Scientific Interest (SSSI), a Ramsar site, a Special Protection Area, a Special Area of Conservation and Site of Community Importance (European Union) and a European Marine Site. Luton Outmarsh and north-east of the River Nene outfall within The Wash have additional recognition as National Nature Reserves. Surfleet Lows in the north-west of the District is also an SSSI, as is Cowbit Wash. There are no other inland SSSI's or National Nature Reserves, attributable in part to intensive agricultural land use. Recent projects such as the Vernatt's Local Nature Reserve have transformed previously derelict land into valued habitats. The rivers of South Holland are essential not only in terms of drainage, but also as havens for wildlife.
- 2.13 The low-lying nature of the area, much of which is close to current sea level, makes the District particularly vulnerable to climate change and extreme weather. Historically, Cowbit and Crowland Washes were flooded each winter to protect Spalding. Since the construction of the Coronation Channel this is no longer required. However, the area remains a safety valve at times of flood risk. In
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addition to the Environment Agency, there are five internal drainage boards responsible for land drainage and flood control. Climate change may also affect soil characteristics and species distributions, although the precise impacts are difficult to predict.

- 2.14 River water quality standards vary. The River Welland upstream of Spalding, is classified as fairly good by the Environment Agency. Downstream of Spalding the Welland becomes tidal and it is difficult to measure quality with any degree of accuracy. The Nene also deteriorates downstream, with the tidal stretch being classified as 'bad' by the Coastal and Estuarine Working Party. Air pollution levels, measured at a site in Sutton Bridge since 1998, were found to be fairly typical for both NO₂ and O₃ in rural areas and low compared to urban areas such as Lincoln.
- 2.15 Overall, open space provision across South Holland is in accordance with the Council's own standard of 2.5 hectares per 1,000 population. However, this figure masks considerable differences across the District's five major towns. Spalding, Holbeach and Sutton Bridge all have a significant shortfall in provision of open space, while Long Sutton and Crowland both exceed the Council's standards. A second concern over open space relates to access to the countryside. Due to the intensive agricultural use of the District, relatively limited access to the open countryside is available.
- 2.16 The historic built environment is a major feature of South Holland. Many of the settlements have a unique character, which warrants special protection. The geography and historic pattern of land reclamation from wetland areas dictates the settlement pattern of larger historic towns and villages being located on higher levels. Some smaller settlements are found on the marshes. There are over 500 listed buildings, a total of 13 Conservation Areas and 29 Scheduled Monuments. Ayscoughfee Hall, the District's only registered park and garden, and Crowland Abbey are examples of some of the historic attractions.
- 2.17 The South Holland Recycling Strategy covering 1999-2006 outlines the objectives for waste recycling. In 2003 - 2004 15.1% of the District's waste was recycled. However, the strategy acknowledges that a great deal must be done to reach the Government's future targets. Kerbside recycling has been introduced to 85% of the District in order to maximise the amount diverted from the waste stream. South Holland is a net exporter of waste, to both Boston and Caythorpe near Sleaford. Waste from the food industry is a major issue to be addressed.
- 2.18 The region has a great capacity to develop biomass energy production, mainly through energy crops, poultry litter and straw. The high agricultural waste production in the area represents a relatively untapped resource.

Comment [.IC64]: Change to Environment and Resource Use section.

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► Social

- 2.19 Between the 1981 Census and 2001 Census South Holland's population grew by 23%. Since the 1991 Census the population has increased by 13.4%, and is predicted to grow by 9.1% between now and 2010. The latest ONS mid-2003

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- population estimate is 79,425 people, with 30% living in Spalding according to the 2001 Census. Population density is low at 1 person per hectare compared to an average for England and Wales of 3.4.
- 2.20 The area is characterised by out-migration of the young, and in-migration by older people. Information from Lincolnshire County Council demonstrates that, over the ten year period to 1998, there was a significant out-migration amongst the 15-24 year age group but that all other age groups showed in-migration, resulting in net population growth. The proportion of pensioners in the population is considerably greater than the national average, 25% compared to 18.5% for England and Wales. The spatial pattern of growth varies from settlement to settlement. Some rural villages are growing rapidly, whereas others are stable with very low expansion rates.
- 2.21 Indicators of cost of living show marked differences from the national averages. According to HM Land Registry figures covering July to September 2004, the average cost of a two-bedroom semi-detached house is £112,126 in South Holland, compared to £128,225 for the East Midlands. National figures for 2003 from the Office of the Deputy Prime Minister show the average cost as being £143,698. Wages are currently low at 18% below the national average.
- 2.22 A range of social issues are crucial to the District's Rural Action Zone work. South Holland's workforce is relatively low skilled, as shown by 10.2% being qualified to degree level or higher compared to an average in England and Wales of 19.8% (2001 Census). Social exclusion is also evident from problems arising which can affect peoples quality of life and health and sometimes lead to anti-social behaviour. Lincolnshire has high rates of road traffic accidents, with mortality rates above the national average, although the figures are improving. Again, this is considered to be a product of the area's rural nature. Crime rate per 1,000 population has risen gradually, from 54 in 2001/02, to 69 in 2002/03, and 70 in 2003/04, compared to a county average in 2003/04 of 92 and an East Midlands average of 117 for the same period.
- 2.23 South Holland has had an oversupply of housing land in recent years. In particular there have been a large number of planning permissions in rural areas where there are few, if any, services and facilities close to hand. The Local Plan has sought to address this and is now on target for conforming to the Lincolnshire Structure Plan. The need for affordable housing to meet the needs of local people has increased. This is exacerbated by the fact that few, if any, of the large number of planning permissions in the rural settlements include provision of specifically affordable housing.
- 2.24 Very limited amounts of brownfield land are available within the District, and South Holland consequently has a low target of only 18% of new housing on previously developed sites for 2004/05. Recently, affordable housing has become an issue in the expanding rural settlements, possibly due to the choice of locations available to developers of more expensive housing throughout the District.
- 2.26 Accessibility to and within South Holland is an issue. As with other rural areas, public transport is poor, and car ownership consequently high. The resultant
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need is for private transport in an area with limited public transport services. The high number of cars per household in particular exacerbates the problem, as well as reducing the apparent wealth advantage accrued from relatively low house prices.

- 2.27 The A1073 links the area with Peterborough, and is renowned for traffic congestion and a poor safety record. Between 1986 and 1997 the A17 experienced a 54% increase in traffic flow on some sections of carriageway, compared to a national average of 40%, and as such was the busiest route in the area. Traffic growth continues, and between 2000 and 2004 the level of growth on major roads in the District averaged between 15% and 19%.
- 2.28 For a District of relatively large geographical area, South Holland experiences quite a large degree of commuting, both into and out of the District. Commuters travel to and from Peterborough, Bourne and Boston amongst others, and with the fairly significant distances involved, rurality of the District and the generally poor provision of public transport, there is increased reliance on private car usage and a concurrent pressure on parking.

Relationship To Other Plans And Strategies

- 2.29 The Government is committed to sustainable development. The Development Plan Regulations require local authorities to have regard to environment, social and economic considerations when preparing development plans. In all cases, it is necessary to consider the interaction of policies within the plan, so that, for example, the environmental and social considerations of policies designed to encourage economic development are fully considered. Progress towards sustainable development can only be made if the various objectives are considered in a holistic way.
- 2.30 As explained in Chapter 1, the Planning and Compulsory Purchase Act 2004 has formally set as an overarching objective for the planning system that it should contribute to the achievement of sustainable development. This reflects emphasis within Government policy and programmes on sustainable communities. We have undertaken a Sustainability Appraisal of this Local Plan as we did with the earlier draft and the adopted plan. These have helped inform preparation of the policies. The most recent appraisal is available as a background paper.
- 2.31 Strategies for achieving sustainable development are now falling into place at regional and sub-regional levels with the revision of Regional Planning Guidance 8 (now RSS8) and the preparation of a new Lincolnshire Structure Plan. Those documents contain strategic core objectives and policies. It is not the purpose of the Local Plan to repeat those but to work within and towards them at a local level.
- 2.32 As well as complying with higher level planning guidance it is important that the strategy of the Local Plan is consistent and integrated with other relevant policy areas on a broad front.
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- 2.33 There is a whole raft of District Council strategies, including the Corporate Plan and the Community Plan, targeted at achieving high quality service delivery within the district in terms of regeneration, democracy and representation, reducing inequality, creating a sustainable environment, reducing crime and the fear of crime, increasing health levels and facilities and promoting equal opportunities.
- 2.34 There are other strategies and plans at regional and sub-regional levels too. For example, The Wash Estuary Management Plan and the Lincolnshire Local Transport Plan (LTP). The LTP is a five-year plan setting out Lincolnshire County Council's policies for the development of travel and transport. The maintenance of good, efficient and safe networks for personal and commercial transport, encouraging change to more sustainable travel choices and reducing the impact of transport on the environment is seen as vitally important for the development of the economy and inclusive communities. The LDS sets out other plans and strategies that the Local Plan will aim to link with.
- 2.35 The Development Plan has a key role in delivering Community Plan objectives. Many of the elements of the Community Plan have spatial aspects that can be addressed through the planning system. The Local Plan therefore has a role to play in providing a planning, development and land use policy and proposal framework to help in achieving a number of aspirations identified within the Community Plan. The Local Plan should aim to reflect Community Plan actions and targets that are relevant and appropriate in the context of a land use plan.
- 2.36 In readiness for preparation of our first Local Development Framework, this Local Plan is therefore being prepared having particular regard to the South Holland Community Plan (2003-2011) and the Council's Corporate Plan (2005-2008). The three documents have a common vision:
- “To develop and promote South Holland as a thriving, living and working rural community”.**
- 2.37 To help with the development and promotion of this vision the Corporate Plan sets out the four themes of our mission statement. These are:
- Leading – to be a leading edge authority providing value for money, quality services.
 - Listening – to listen and involve the community and work with partners.
 - Providing – to provide a safe, secure and healthy place to live.
 - Developing – to develop a thriving rural community.
- 2.38 The Community Plan presents a vision of how the quality of life for all the people of South Holland can be improved over the next 10 years. The actions and targets within the plan have been put together by the Local Strategic Partnership or Rural Action Zone (RAZ), a strategic alliance of major organisations within the
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District, following extensive consultation with local people. The priorities for action are set out under the following 8 key themes, in order of priority, namely:

- Access to services and transport;
- A safe and crime free space to live;
- Sustaining the green environment;
- Entertainment and leisure;
- Consumer choice;
- A healthy lifestyle;
- Education, training and lifelong learning; and
- Diversifying the economy and skills.

Both of these documents can be viewed on the Council's website www.sholland.gov.uk

Objectives And Priorities

2.39 There are a number of objectives of the Local Plan. These are numbered for ease of reference and this is not any indication of priority:

- (1) To safeguard and enhance the quality and amenity of the built environment and the district's cultural heritage.
 - (2) To safeguard, enhance and extend the amenity, wildlife and landscape quality of the district.
 - (3) To conserve and enhance the water environment and to protect inland and ground waters from pollution and derogation and to minimise the risk of flooding.
 - (4) To protect the countryside as a natural and economic resource.
 - (5) To help meet housing need.
 - (6) To seek a balance between the provision of jobs, services and housing.
 - (7) To secure the role of market towns and their centres.
 - (8) To safeguard rural services.
 - (9) To support the rural economy.
 - (10) To develop and extend the range and accessibility of tourism, recreation, leisure and arts facilities.
 - (11) To facilitate the use of public transport, cycling and walking and railfreight and to reduce the reliance on the private car, particularly in the towns.
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- (12) To locate new development to maximise accessibility to jobs, services and cultural activity and to reduce the need to travel.
- (13) To promote and support road schemes which enhance economic development, safety and local amenity and which minimise any adverse environmental impacts.
- (14) To maximise returns from existing investment and infrastructure.
- (15) To make the most beneficial use of existing built up areas and particularly to promote the development of unused, underused or derelict land, the reuse of buildings and the better use of underused buildings.
- (16) To promote the development of renewable energy schemes and energy conservation measures.

► Priorities

2.40 The following have emerged as particular priorities and we have, where necessary, worked up the relevant policies in this latest Local Plan:

- Achieving a sustainable distribution of new development.
- Improving the economic output of the District.
- Meeting accommodation needs, especially through more affordable housing provision.
- Seeking provision of services/ facilities in step with housing and employment growth.
- Widening the range of services/ facilities available and improving accessibility to them.
- Achieving a high quality built environment.
- Safeguarding the amenities of the District.
- Contributing to the better use of valuable resources, including land and energy.
- Safeguarding and enhancing the natural environment and reversing the decline in biodiversity.

► The Longer Term

2.41 The period covered by the local plan is but a stage in the longer term planning of the District of South Holland. The promotion and development of a thriving, working and sustainable rural community is a mission that will drive us forward in all our corporate activities.

- 2.42 The present local plan strategy places greater emphasis on consolidating development in the most sustainable locations, particularly Spalding. The Council envisages this consolidation of major development into Spalding continuing over future years as part of our objective to make Spalding the premier food and horticulture town in Lincolnshire as well as to achieve a better balance between jobs and houses and a more sustainable pattern of development. The future strategy in our Local Development Framework will be guided by the emerging Regional Spatial Strategy and will need to be in general conformity with it. If, then, Spalding is to achieve its full potential as a place to live and work we must ensure that development decisions taken today form part of this longer term strategy or mission, whilst having regard to and not prejudicing the longer term sustainability and locational objectives for development in the District as a whole. A good, efficient transport system and increased capacity of key services will be required. This Local Plan contains key proposals which bring forward opportunities for this to happen.
- 2.43 Should there arise significant increased usage of the railway line, for passengers and/or freight, our vision is that provision of a loop to the west of the town to accommodate freight traffic could provide the best opportunity to avoid creating or worsening congestion problems in the town, and could enable the existing line to provide opportunities for enhanced passenger services. Also, the existing and planned road network to the west of the town could be extended to facilitate movement and ease congestion in the town centre and residential areas.
- 2.44 Additionally as part of this ongoing mission we support national and regional strategic network and other infrastructure improvements that have a positive benefit for the County and District. We will also support measures to reduce road congestion and the adverse effects of traffic on the built and natural environment and measures to improve accessibility. For example we support in principle the suggested building of an A151 by-pass for Whaplode and Moulton. We will pursue the potential for this scheme through the current preparation of Lincolnshire's Second Local Transport Plan. No route has yet been identified by the County Council and as such the District Council are not yet able to safeguard a route in this Plan. We will also continue to support bus and rail network improvements.
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Chapter 3- CORE STRATEGIC AND GENERAL POLICIES

3.1 This chapter expresses the Local Plan Strategy through a set of Core Policies. It also includes a number of general policies which are relevant to more than one type of land use.

► General Sustainable Development

3.2 Sustainable development is one of the core principles underpinning the planning system. The Government set out four aims for sustainable development in its strategy 'A Better Quality of Life – A Strategy for Sustainable Development in the UK'. These have been carried forward into the 'Sustainable Communities Plan' and PPS1. These aims include:

- Social inclusion and cohesion;
- Protection and enhancement of the environment;
- Prudent use of natural resources; and
- Sustainable economic development.

Government advice reflects a commitment to sustainable development and makes it clear that the environment should be considered throughout the development plan process. Development plans should, therefore, not just consider the familiar issues of landscape, nature conservation and the historic and built environment, but should also be concerned with environmental issues which are long term and irreversible, such as global warming and the consumption of non-renewable resources. The Local Plan has an important role to play in achieving sustainable development through its influence in controlling and guiding land use patterns and protecting environmental assets. The District's main environmental assets, as referred to in Policy SG1, are described in greater detail in paragraphs 2.10-2.18 of this plan.

The plan seeks to balance demands for a finite quantity of land. This is reflected in the strategy of concentrating most new development in the towns, of ensuring the full and effective use of unused, underused or derelict land and buildings within defined settlement limits, in the prevention of urban sprawl, in maintaining the quality of the countryside, in minimising the loss of the best and most versatile agricultural land to development and in minimising the need to travel.

The land and buildings within South Holland are a valuable resource. In the towns, villages and in the open countryside the effective use of land and buildings is of great importance. We want to preserve the quality of life within the District and to maintain a sustainable environment for residents and visitors to the District in the future. The more effective the use of land and buildings in the District the less the loss of greenfield sites to development.

The major advantage in the reuse or redevelopment of disused and underused buildings is the benefit to the visual amenity of the surrounding area. Such buildings are often in a poor state of repair and this can affect the townscape or landscape

quality of the surrounding area, increasing potential for crime and vandalism. In many cases the buildings are already serviced and their reuse can be considered a saving in infrastructure terms along with ongoing savings in materials. We recognise however that often a contributing factor to **buildings** falling into disuse or disrepair is the removal of their original use. In such cases support will be given for the conversion of buildings to be used in a different way in order to maximise existing investment, or for the redevelopment and reuse of land.

Comment [IC65]: Change to General Sustainable Development section.

Deleted: buildings

In addition we are also aware of the contribution that some such sites make, in their present condition, as nature conservation locations within the District. Much derelict, disused and underused land supports a wide range of flora and fauna, developed over a period of years. In such cases we will support the use of such sites for nature conservation purposes or for the provision of informal open space, perhaps as part of a wider development proposal, ensuring the protection of the nature conservation value of the site in the longer term. This could include the promotion of habitat creation schemes as part of the proposal, which will contribute to wider biodiversity. We will encourage the use, reuse or redevelopment of derelict, disused and underused land and buildings within South Holland, where it does not prejudice the strategies and policies found elsewhere in this document.

This policy is a general sustainable development policy which reflects the District Council's commitment to these principles.

Policy SG1- General Sustainable Development

Planning permission for development will be granted where the Council is satisfied that the proposal is consistent with the principles of sustainable development, and where:

- **the quality of life for residents is unimpaired or enhanced;**
- **reasonable measures have been taken to conserve energy and natural resources; and**
- **South Holland's essential character and main environmental assets are not damaged.**

► Distribution Of Development

3.4 The spatial framework and hierarchy of development of Regional Spatial Strategy (RSS8) is reflected in the Deposit Draft Lincolnshire Structure Plan (2004) which itself establishes in broad terms an approach to be undertaken within the District. The Local Plan aims to apply and set this strategy into a South Holland context, applying local considerations and objectives.

3.5 The most significant way in which the Local Plan can deliver its aims and objectives is in influencing the location of new development. The emphasis of the Plan is on directing new development towards the towns and villages of the District, increasing accessibility to services and facilities, maximising the use of

- brownfield land and protecting the countryside from unnecessary development, only allowing development which is essential in that location.
- 3.6 The strategy of the Plan is based on major development being concentrated in Spalding, the main district centre, to reinforce its role as the major employment and service centre of South Holland, followed by development in the other towns. The towns offer a balance between housing, jobs and services locally - so reducing the need to travel. They had lost some of their vitality and viability because of changing social patterns, especially in shopping, but their survival and future prosperity is seen to be essential for the continued vitality of the rural areas of the district that they serve. These towns are being invigorated, regenerated and developed as focal points, enhancing the role they play as service centres for the community, including a role as transport interchanges.
- 3.7 Within the towns and villages a sequential approach to identifying development needs has been established, seeking to promote ready access to services and the re-use of brownfield land. The sequential approach is set out in Policy S2 “Location of Development” in the Draft Structure Plan. The sequential approach has been used in the identification of sites allocated for various uses as part of the development strategy of this Plan and will be addressed in consideration of development proposals which come forward through the life of the Plan.
- 3.8 The Plan makes provision for land capable of delivering employment and housing development. Other provisions have been made in relation to community infrastructure (related to housing development), mixed-use developments and for leisure uses. These allocations are covered in detail in their respective chapters of the Plan. In the case of Spalding and Holbeach land is allocated as ‘urban extension’. This reflects the fact that the precise boundaries between the uses envisaged within those areas are not yet certain and will be identified through development briefs. In both cases the uses will comprise housing, community infrastructure and structural open space. The range of locations promoted by this Plan will provide an appropriate geographic coverage of the District relative to main centres of population and travel and transport routes.
- 3.9 Issues of accessibility to jobs, community and social facilities by a range of transport modes including public transport, walking and cycling are key elements of this local plan. Accessibility issues have been taken into account in identifying preferred areas and sites for significant new development, whilst acknowledging that there is expected to remain a considerable level of reliance on car usage for those who live and work in rural areas.
- 3.10 Residential developments should have good access by walking, cycling and public transport to a town centre and / or to local shops and facilities. Where existing access by these means are inadequate the Local Planning Authority will consider proposals for their improvement (on site or off site) as part of an overall development proposal.
- 3.11 The location of community and social facilities in accessible locations is vital in reducing social exclusion, including for those in rural areas without access to the private car. Uses which have a wide catchment area should be in or adjacent to
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town centres. Such proposals will be the subject of a sequential test for site selection. All developments of more than immediate local significance must be accessible by a range of transport modes including public transport.

- 3.12 'Defined Settlement Limits' (which replace the 'Development Boundaries' set out in our previous Local Plan documents) have been placed around the towns and a number of the villages in order to identify locations where development is acceptable in principle. These limits have been tightly drawn to respect settlement character in terms of size and form. These defined limits are based upon a careful assessment of the character and capacity of each town and village to receive further development within the context of the plan's strategy.
- 3.13 The policies therefore allow for additional housing and employment development within the defined settlement limits of the towns of Spalding, Holbeach, Long Sutton, Crowland and Sutton Bridge and the main village of Donington. Only limited housing is anticipated within the remaining villages with defined settlement limits. The underlying strategy is one of continued restraint outside the main urban areas.

Policy SG2 - Distribution of Development

In order to promote more sustainable patterns of development the following approach is taken:

- 1) To concentrate most new development within the urban areas based upon the hierarchical approach, and limiting the amount of development in rural areas that lack the necessary infrastructure;**
- 2) To make more efficient use of land by maximising and giving priority to the use of previously developed land and buildings within defined settlement limits, then to greenfield land within defined settlement limits and finally to land adjacent to defined settlement limits;**
- 3) Adopting a sequential approach to the allocation of land for development;**
- 4) Managing the release of housing land through phasing; and**
- 5) Development proposals should, whenever possible, be served by:**
 - (i) a choice of transport modes**
 - (ii) existing public transport or by improvements to public transport infrastructure linked directly to the development**
 - (iii) the existing highway network**

and be acceptable in terms of traffic generation and road safety in the surrounding area. Developments generating large amounts of traffic will always be expected to meet these criteria.

► Settlement Hierarchy

- 3.14 Draft Structure Plan Policy S3 'Development in the Major Settlements' defines Spalding as a main town with the other towns of Holbeach, Crowland, Long Sutton and Sutton Bridge identified as small towns. Spalding offers the greatest range of facilities and services and is the most sustainable location for future major growth. The other towns and the main village of Donington also contain a wide range of facilities and services to help meet the needs of their rural hinterlands.
- 3.15 In addition to the broad strategic aims of the Plan we have established a hierarchy of settlements based on their scale and function. We have also had regard to the findings of our services and facilities study of the District's settlements, which looked at accessibility and existing levels of provision, when identifying this settlement hierarchy.

Main Town – Spalding

- 3.16 The plan aims to direct most new housing development to the main town of Spalding, which offers the greatest potential to meet our aims and objectives. Spalding:
- is the focus of the social and economic life of the community and will provide access to services and facilities to an increasing proportion of the District's population;
 - is located at the focus of communication routes, including the railway;
 - has existing major investment in infrastructure and buildings;
 - is the location of major sources of employment;
 - has the capacity to accept growth without unduly detracting from the rural character of the District.
- 3.17 Spalding also provides a very distinctive role as a sub-regional hub for the food processing, agricultural and horticultural sectors.

We aim to produce an Area Action Plan (AAP) for Spalding which will contain more detail and site specific policies and plans for the future expansion and development of the town. Regard will be had in this document to the relationship of Spalding with its surrounding area, particularly with Pinchbeck and including consideration of policy options for the area of the current gap between the two settlements.

Area Centres

- 3.18 Area Centres are defined as the next tier in the settlement hierarchy. They provide a range of services, local employment opportunities and act as a focal point for the rural areas. These centres include the other towns of Holbeach,
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Crowland, Long Sutton and Sutton Bridge. The ‘Main Village’ of Donington has also been included within the Area Centres tier. Regard has been had to Donington’s size and role as a relatively free standing centre in the northern part of the District. It contains a range of shops and services including both a primary and secondary school and enjoys good communication links to Spalding, Boston and Grantham whilst also helping to serve the needs of surrounding smaller villages and its rural hinterland. The plan allows for some significant future growth of the Area Centres.

Group Centres

- 3.19 Group Centres are those villages which offer more localised services and facilities and act as a focal point for the rural communities. A moderate level of growth in these settlements may prevent local services such as schools and shops from becoming unviable and help create more mixed and balanced communities. All Group Centres are subject to defined settlement limits in order to control and regulate their growth. Any development should be appropriate to the character of the settlement and the surrounding area whilst meeting identified local needs. Existing services and facilities in these settlements could help serve not only the needs of the settlement itself but also the needs of any immediately surrounding rural settlements or groups of rural settlements and rural hinterland.
- 3.20 Group Centres are: Cowbit, Deeping St Nicholas, Fleet Hargate, Gedney Hill, Gosberton, Moulton, Moulton Chapel, Pinchbeck, Sutton St James, Weston and Whaplode.
- 3.21 When identifying Group Centres the Plan takes account of the findings of our settlement services and facilities survey and PPS7 which acknowledges the potential contribution that grouping of villages can make when helping to serve the needs of a number of other rural settlements through the sharing of facilities and services. We have had regard to their spatial distribution, existing level of services and function performed including providing services and facilities to other, nearby settlements. It should be noted that some of the rural settlements towards the periphery of the District rely on larger settlements outside South Holland for service and facility provision.

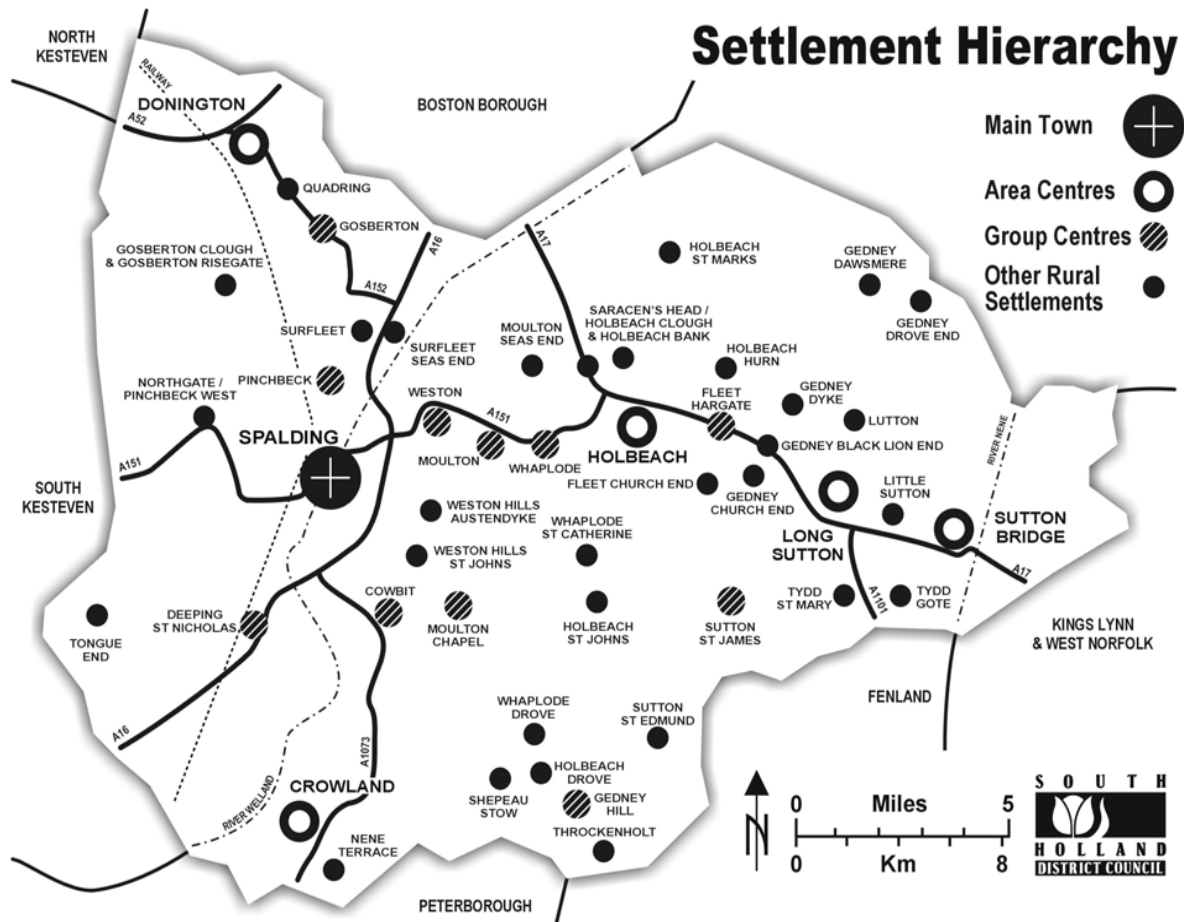
Other Rural Settlements

- 3.22 The District also contains numerous Other Rural Settlements. These settlements generally do not have the services or ability to accommodate further growth. They do not have defined settlement limits and are therefore treated as lying in the open countryside. However, generally these settlements are well related to a Group Centre, an Area Centre, or the Main Town and will therefore still have access to a range of services.

Other Rural Settlements are:

Fleet Church End	Northgate, West Pinchbeck
Gedney Black Lion End	Quadrang

Gedney Church End	Saracens Head, Holbeach Clough & Bank
Gedney Dawsmere	Shepeau Stow
Gedney Drove End	Surfleet
Gedney Dyke	Surfleet Seas End
Gosberton Clough/ Risegate	Sutton St Edmund
Holbeach Drove	Throckenholt
Holbeach Hurn	Tongue End
Holbeach St Johns	Tydd Gote
Holbeach St Marks	Tydd St Mary
Little Sutton	Weston Hills- Austendyke
Lutton & Lutton Gowts	Weston Hills- St Johns
Moulton Seas End	Whaplode Drove
Nene Terrace	Whaplode St Catherine



Policy SG3 - Settlement Hierarchy

For the purposes of controlling and regulating development, and also to reflect the wider functions of settlements the following hierarchy will be applied:

1) Main Town – Spalding

Spalding is defined as the District's principal urban settlement. It will be the main location for new development.

2) Area Centres

The towns of Holbeach, Long Sutton, Sutton Bridge and Crowland and the main village of Donington are defined as Area Centres. They will continue to provide for housing, employment and commercial development to support their roles as service centres for surrounding rural areas.

3) Group Centres

The villages of Cowbit, Deeping St Nicholas, Fleet Hargate, Gedney Hill, Gosberton, Moulton, Moulton Chapel, Pinchbeck, Sutton St James, Weston and Whaplode will act as local service centres for the surrounding rural area. New development should support or improve their role as a focus for local social and economic activity, having regard to their role within clusters or groups of settlements.

4) Other Rural Settlements

In all other rural settlements (as shown on the proposals map) only a very limited amount of new development will be permitted and only in exceptional circumstances to meet demonstrated local needs and where the location of the development is well related to the built up area of the settlement.

► Agricultural Land And Development In The Countryside

3.23 It is important that the development of greenfield land, including the best and most versatile agricultural land is only allowed after all other opportunities to accommodate development on brownfield land and land within existing defined settlement limits has been assessed.

A Strategic Landscape Capacity Study was carried out for the District by John Campion Associates Ltd in 2003. The study defined 3 character areas, namely:

- Settled Fens;
- Peaty Fens; and
- The Wash Marshes.

The Study has been used in the preparation of SPG on Wind Energy (2003) and will be used in the decision making process. Development proposals that could result in an unacceptable impact upon the landscape character of an area either individually or cumulatively will only be permitted where it can be demonstrated that the need for the development in that location outweighs its impact and where it can be demonstrated that no other site or solution exists to accommodate the proposed development.

The landscape of the District contributes to the quality of its environment and is integral to the quality of life for residents and the economy. It is important it is protected and enhanced and that development proposals do not undermine its quality. The Council will therefore aim to ensure that the landscape is safeguarded for its own sake and to protect its intrinsic character and wildlife.

- 3.24 The District comprises almost exclusively grades 1 and 2 agricultural land which is important nationally and for the local economy. The majority of economic activity in the district is either directly in agriculture or 'adding value' to agricultural produce in terms of processing, packaging and distribution. Nevertheless the economies of the agricultural industry are changing and PPS7 recognises the increasing importance to farmers of diversification into non-agricultural activities in order to supplement their farming incomes.
- 3.25 Therefore, this Local Plan seeks to minimise the loss of agricultural land, whilst also realising that it is essential to encourage rural enterprise, including the diversification of farm businesses. However, such diversification either individually or cumulatively should not lead to activity on such a scale as to prejudice town and village vitality, promote unacceptable increases in movements by motor vehicles or unacceptable impact on the character of the countryside. However, we do recognise that whilst the retention or creation of new jobs in rural areas may increase traffic in some areas it may reduce the overall mileage the rural population need to travel to find local work.
- 3.26 It is also important to make mention of the concept of 'managed re-alignment' of sea defences to protect the area from flooding. The House of Commons Committee on Agriculture has stated that the protection of high grade agricultural land should not be carried out at the expense of coastal sea defences. However, Government encourages a strategic approach for the appraisal of proposed flood defence schemes. All schemes must be technically sound, environmentally acceptable and economically justified. Essentially Government seeks sustainable, best value for money investment solutions having regard to the protection of such environmentally important areas as the Wash. Government also suggests that consideration be given to both advancing and retarding the defence line.
- 3.27 The spatial strategy of the plan seeks to concentrate new development in the towns and, to a lesser extent, selected villages. This strategy is concerned with protecting the countryside from sporadic development and avoiding the higher than average costs of infrastructure and service provision. In accordance with central government policy and the Structure Plan there is a presumption against development in the countryside other than for specified activities requiring a rural location.
- 3.28 Virtually all of our countryside consists of land classified as the best and most versatile agricultural land, and as such forms a part of a nationally important resource, to be safeguarded. The intensive cultivation of that land is of considerable importance to the local economy. Therefore, whilst the loss of some such land from agricultural production will be inevitable in this district, such
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- loss must be carefully controlled. Prioritisation and phasing of development can help to retain land in agricultural production until it is actually required for building, but it is advisable to avoid developing high quality land in the countryside if there are other suitable sites available.
- 3.29 Development in the countryside is, therefore, allowed only in exceptional circumstances. Some types of use are appropriate in the countryside, principally those that are essentially rural in character including agriculture and forestry. Wildlife habitat creation may also be appropriate, especially where new wetlands are created in conjunction with changes to engineered flood defences.
- 3.30 As well as agriculture it is recognised that the countryside is likely to have an increasingly important role for recreation. Certain recreational facilities, such as golf courses, need extensive areas of land but generally preserve the openness of the countryside. These are particularly appropriate on the fringes of built up areas where they are easily accessible. Any building associated with these activities should be carefully located so that it is in sympathy with its rural setting.
- 3.31 Cemeteries are acceptable in the countryside, being large space users that are substantially open in character. Nature conservation activities are also appropriate to the countryside.
- 3.32 Development required for public utilities, including telecommunications may be essential in rural locations.
- 3.33 Petrol filling stations and other roadside services can also be appropriate development in the countryside where there is a gap in existing provision which cannot be met within built up areas.
- 3.34 In terms of diversifying the rural economy it is considered important to allow for new uses in existing buildings particularly for commercial, industrial, tourist or recreational purposes although ancillary residential use may be also acceptable. Diversification opportunities on farms can also include farm shops, craft centres, Pick Your Own, food processing, picnic sites, farm trails, fishing, pony trekking, growing crops for industrial use, organic farming, wood coppicing and growing organic food, much of which can be carried on without the need for planning permission. However, it is also important that development should not be unduly harmful to the rural character of its surroundings.
- 3.35 For the purposes of this Local Plan, 'countryside' or 'open countryside' means any location not included within defined settlement limits as shown on the proposals map.

Policy SG4 - Development in the Countryside

The rural character of the countryside will be protected for its own sake, although planning permission will be granted for development in the open countryside which is essential in the proposed location and would be inappropriate or cannot reasonably be accommodated within defined settlement limits.

Policy SG5 - Non-Agricultural Development On Agricultural Land

Planning Permission will only be granted for the development of the best and most versatile agricultural land (Grades 1, 2 and 3a) where:

- 1. Land of a lower agricultural grade is not available to accommodate the proposed development;**
- 2. Available lower grade land has an environmental value recognised by a wildlife, landscape or historic designation that outweighs agricultural considerations;**
- 3. The development is proposed on land of the lowest possible grade.**

► Community Infrastructure And Impact Assessment

- 3.36 Local Planning Authorities may seek the provision of, or contribution towards the provision of, community benefits deriving directly from development proposals in order to make them acceptable in land use terms. Developers must necessarily accept the financial consequences of their development.
- 3.37 Section 106 of the Town and Country Planning Act 1990 (as amended) enables local planning authorities to enter into legal agreements, sometimes called planning obligations, with developers and landowners. Planning obligations can only be sought where they meet all the following tests:
- necessary
 - relevant to planning
 - directly related to the development
 - fairly and reasonably related in scale to the proposed development
 - reasonable in all other respects.
- 3.38 Circular 05/2005 gives detailed advice on the form and content of planning obligations and it is stressed that such agreements must not be seen as 'purchasing planning permission'.
- 3.39 Examples of what we could seek the provision of, where appropriate to the development proposed, include:
- affordable housing
 - educational facilities
 - highway improvements
 - public transport provision
 - community facilities
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- healthcare facilities
- flood and sea defences
- open space and / or recreational / leisure facilities
- the protection and enhancement of natural resources and biodiversity
- archaeological and historic site interpretation
- landscape improvements and public art
- fire and rescue facilities
- closed circuit television surveillance (CCTV).

3.40 We intend to build up a list of infrastructure needs to prepare a Supplementary Planning Document on this subject. However, in the meantime, development contributions will still be sought where necessary. The onus is on the developer to assess the impact that the development will have, if permitted, on community infrastructure and to set out within their proposals how they intend such impact to be addressed. The amount of work required in preparing such an assessment will depend on the scale of development and degree of impact. We will prepare advice for developers on this. Developers are urged to contact our Development Control section at the earliest opportunity to discuss the necessary level of impact assessment for the development.

Some large and/or environmentally sensitive proposals also require submission of an Environmental Impact Assessment (EIA). Environmental assessment is mandatory for specific projects listed in Schedule 1 of the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999. Schedule 2 of the Regulations lists projects where environmental assessment is required if the particular development proposed is judged likely to have significant environmental effects by virtue of its size, nature and location. This includes proposals for food processing. Schedule 3 of the Regulations lists those aspects of the environment which may be significantly affected by a project and should be considered in assessing the need for environmental assessments for Schedule 2 projects. We will pay particular attention to the potential adverse environmental effects a proposed development might have on vulnerable or sensitive sites, including direct and indirect effects on soil, air and water quality and on sensitive existing or proposed uses such as residential areas. [Further guidance on environmental statements is given in Circular 2/99 and the Department of the Environment booklet "Environmental Assessment - A Guide to the Procedures"].

3.41 Development on any site in the District could give rise to infrastructure requirements to be addressed through contributions. However, the Local Plan also identifies some specific sites for 'Community Infrastructure' provision in Spalding and Holbeach where major development is planned. More details are in the supporting text to Policy HS3. Through conditions and obligations, we will

ensure that community infrastructure is delivered when it is needed, be that before or in parallel to phasing of the associated residential or employment development.

Policy SG6 - Community Infrastructure and Impact Assessment

Proposals for new development will be required to include measures to demonstrate how public infrastructure and services required to support the development will be delivered. The delivery of such services will be secured by planning conditions or legal agreements/ planning obligations.

► Energy Efficiency

- 3.42 The Council has a long history of promoting energy efficiency. It is recognised that in some instances, the benefits of energy efficiency will have to be balanced with other needs such as safety and amenity. Good preparation can, however, ensure that all aspects of urban design are successfully incorporated into a development.
- 3.43 A variety of energy related measures, many with little or no cost implications, can be incorporated into plans for development. The environmental arguments for reducing energy use and our dependence on fossil fuels are now widely accepted; in particular, the implications of climate change are increasingly apparent. There are also several other good reasons for reducing energy use in developments including:
- saving money - the running costs of buildings can be significantly reduced thereby helping to alleviate fuel poverty and decreasing running costs for businesses.
 - improving the internal conditions of a building through natural daylight provision and ventilation.
 - raising the profile of a development and improving its public image.
 - improving the marketability of a development.
- 3.44 Development will be expected to make full use of energy conservation techniques, including: the siting, form, orientation and layout of buildings which maximize the benefits of heat recycling, solar energy, passive solar gain and the efficient use of natural light; and the use of planting to optimize the balance between summer shading and winter heat loss through exposure, and the use of energy from renewable resources where practicle.
- 3.45 We will prepare a supplementary planning document setting out further guidance on this subject, as set out in the LDS.
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Policy SG7 - Energy Efficiency

Development proposals will be encouraged where they are designed to provide maximum energy efficiency, through site layout and orientation, through the layout and design of individual buildings, including maximizing solar gain especially for residential buildings, and where they make full practical use of energy from renewable resources.

Such measures will be required to be included in major development proposals.

▶ Water Efficiency

- 3.46 Fresh water is a valuable resource and most types of development give rise to an increase in demand for it. There are a number of measures that may be taken to reduce demand on supplies without compromising the end use. For example, greywater use, efficient fittings (such as toilet cisterns, taps and shower heads), dual plumbing, leakage detection equipment and rain harvesting. Developers will be expected to provide measures for water efficiency.

Policy SG8 - Water Efficiency

Planning permission will only be granted for development where its demand for water can be adequately met without detriment to existing users and the water environment. Applicants will be expected to demonstrate that every opportunity has been taken to include water efficiency and conservation measures in their proposals.

▶ Development And Flood Risk

- 3.47 Flood risk is a strategic issue within South Holland. The Environment Agency Flood Zone Map identifies much of the District as being at risk of flooding from rivers or the sea and the Council's approach to flood risk follows the guidance contained in PPG/PPS25.
- 3.48 The District Council's Strategic Flood Risk Assessment (SFRA) indicates the risk of flooding in the District when flood defences such as the Environment Agency and Internal Drainage Board maintained systems have been taken into account. The SFRA maps show which parts of the District are protected to the Government standards of 1 in 100 year event for non-tidal rivers and main drains, and 1 in 200 year event for sea defences and tidal rivers as identified in PPG25.
- 3.49 The study takes into account climate change over 50 years from the date of the study; the areas not protected to standard are expected to rise from 12% of the District in 2002 to 15% in 2052. Of the areas that have been identified as high risk (i.e, not protected to the above standards), only a small proportion is within
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built up areas. The remainder of the District is classified as being at low to medium risk of flooding.

- 3.50 The SFRA also identifies zones of potential rapid inundation behind raised defences. Generally, the consequences of such a defence failing would be more severe within the zone than it would beyond it.
- 3.51 The District Council discourages new development in areas at high risk of flooding. It is aware, though, that some development may be necessary for 'operational reasons' in order to maintain service infrastructure.
- 3.52 Those proposing particular developments are responsible for:
- providing an assessment of whether any proposed development is likely to be affected by flooding and whether it will increase flood risk elsewhere and of the measures proposed to deal with these effects and risks;
 - satisfying the Local Planning Authority that any flood risk to the development or additional risk arising from the proposal will be successfully managed with the minimum environmental effect, to ensure the safe development and secure future occupancy of the site; and
 - covering the costs of alleviation or mitigation measures including their long term monitoring and management defined by ourselves in consultation with the appropriate bodies.
- 3.53 Measures to reduce the risk of flooding or consequences of flooding may include improving our flood defences on or off site and / or flood proofing the development through design, including for example, raising floor levels.

Policy SG9 - Development and Flood Risk

In areas of flood risk planning permission will only be granted where a flood risk assessment has been carried out and submitted to the Council. Proposals shall, where necessary, include details of measures designed to reduce the risk and consequences of flooding.

For permission to be granted the Strategic Flood Risk Assessment and site specific assessment will need to demonstrate how the proposed development will be defended from flooding for its proposed life, taking into account proposed mitigation measures.

Built development that would be at high risk of flooding, or which may be subject to rapid inundation, will not normally be permitted unless exceptionally required for operational reasons.

► Water Quality

- 3.54 Water is a valuable resource for a variety of domestic, commercial and industrial purposes, for farming, for recreation and for ecology. Water features are also of landscape value, provide wildlife habitats and may provide navigable routes for transportation purposes.
- 3.55 A range of bodies and organisations have responsibilities or interests in ensuring the safeguarding of the water resource, resisting the unnecessary depletion and derogation of water supplies. This helps to maintain the suitability and value of the water resource for the many uses to which it can be put. The local planning authority has a part to play by considering the impact that proposed developments might have upon the quality of water and the water environment.
- 3.56 Development can adversely affect water quality:
- by discharging to watercourses with insufficient treatment
 - by discharging to mains sewerage, package plants, cesspools and septic tanks which are of inadequate capacity or design
 - by contamination through the process of leaching
 - through certain physical alterations to features of the water environment.
- 3.57 Where appropriate developers will be expected to cover the costs of alleviation or mitigation measures including their long-term monitoring and management defined by ourselves in consultation with the appropriate bodies.

Policy SG10 - Water Quality

Development shall not degrade or threaten the quality of water and the water environment. Planning permission will only be granted for development proposals that include whatever measures are necessary to ensure that both ground water and surface water resources (on-site and off-site) will be protected:

- 1) from pollutants carried by surface water or waste water; and**
- 2) from the harmful effects which may arise from physical change to water features.**

Such measures must be able to achieve long term acceptable levels of performance.

► Sustainable Urban Drainage Systems (SUDS)

- 3.58 Water discharged from developed land can significantly increase the risk of flooding during periods of precipitation. It can also affect water quality as polluting matter is flushed into a watercourse. Many existing systems are damaging the environment and are not, therefore, sustainable in the long term. Techniques to reduce these effects have been developed and are collectively referred to as Sustainable Urban Drainage Systems (SUDS).
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- 3.59 SUDS firstly seek to control the amount of runoff and then to deal with any surface water sensitively. There is a range of approaches that can be used to implement SUDS, these include roof water recycling and storage, filter strips and grass swales, porous and permeable pavements, infiltration devices such as soak-aways, and basins and ponds.
- 3.60 SUDS can be designed to improve amenity and biodiversity to built up areas. For example, ponds and swales can be designed as a local feature for recreational purposes and provide valuable wildlife habitat.
- 3.61 When considering the use of SUDS the local soils and geology need to be a part of the consideration, as not all techniques are suitable everywhere. In order to make the most suitable selection, developers will need to be in close consultation with the District Council, the Environment Agency and Drainage Boards as necessary. The Council will need to be satisfied that the developer has made satisfactory arrangements for long-term maintenance of SUDS.

Policy SG11 - Sustainable Urban Drainage Systems (SUDS)

Where it is demonstrated that the proposal, either residential or commercial, would lead to an unacceptable increase in surface water drainage, or is likely to result in increased flood risk, the developer will be required to implement a sustainable urban drainage system that accords with sustainable drainage principles.

Where this is not possible the developer will be required to implement an alternative method of surface water disposal that is to the Council's satisfaction.

► Sewerage And Development

- 3.62 Effluent from any development including industrial and agricultural operations may pose a significant risk of pollution to surface and ground waters. The most satisfactory, effective and thereby desirable way of dealing with such effluents is to discharge to the mains foul sewerage system where at all possible. Where the mains sewerage infrastructure is found to be insufficient, provision should be made to upgrade facilities to the appropriate standard.
- 3.63 However, we are a rural district in which not all areas are served by mains foul sewerage. Other types of sewerage are sometimes employed, including package treatment plants and septic tanks. Because of the low lying nature of the district and the consequent high water table the use of septic tanks as an alternative means of collecting, treating and disposing of sewage can cause problems and pose serious environmental health risks. It is important to ensure that where there is no practicable alternative to the use of septic tanks they are adequate in design and capacity to serve the development proposed. Applications for non-mains drainage will need to be accompanied by an appropriate drainage assessment that demonstrates that the development will be in accordance with this policy and Circular 3/99 'Planning Requirement in
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Respect of Use of Non-Mains Sewerage Including Septic Tanks in New Developments’.

- 3.64 Implementation of this policy shall require close liaison with the Council's environmental services and building control functions as well as consultation where necessary with Anglian Water, the Environment Agency and Internal Drainage Boards.

Policy SG12 - Sewerage and Development

Proposals for development which would give rise to foul sewage discharge, will only be granted planning permission if they include provision for its effective collection, treatment and disposal as follows:

- 1) new development shall be served by mains foul sewers and sewage treatment works, wherever the opportunity exists;**
- 2) where it is impracticable to provide mains foul sewerage (and if there are no works programmed which would enable such connection) development shall normally be served by a package treatment plant;**
- 3) septic tanks will only be acceptable as an alternative to package treatment plants where:**
 - (i) only a single dwelling or small group of dwellings is proposed, and**
 - (ii) ground conditions (in terms of the structure and drainage of the soil) are proven by the applicant to achieve long term acceptable levels of performance, and**
 - (iii) the plot is of sufficient size to provide an adequate subsoil drainage system.**

► Pollution And Contamination

- 3.65 The future occupiers and neighbours of proposed development should be protected from the harmful effects of pollution arising from the development itself or from previous activities on the site which resulted in contamination. Implementation will require close liaison with the Council's environmental services function and consultation where necessary with the Environment Agency.

Policy SG13 - Pollution and Contamination

Planning permission will only be permitted for development proposals which:

- 1) do not cause unacceptable levels of pollution of the surrounding area by noise, light, toxic or offensive odour, airborne pollutants or by the release of waste products;**
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2) provide, as necessary, appropriate treatment of land to clean up pollution and contamination.

► Design And Layout Of New Development

- 3.66 The Council is committed to the promotion of good design which respects the character of the area and maintains local distinctiveness. The character of the built environment is derived from a combination of inter-related factors including the historic distribution of development, the historic layout and form of towns and villages, architectural styles and traditional local materials together with open spaces and landscaping. In considering proposals for new development, the Council will require a high standard of design. The Council is supportive of Parish and Town Councils who wish to undertake Parish Plans and Village Design Statements. These can be useful documents which involve the local community in the planning process and help inform the future development of their village. They may be used in the preparation of Supplementary Planning Documents. A Strategic Landscape Capacity Study was carried out for the District in 2003. The quality of the landscape of the District is very important and needs to be safeguarded for its own sake. As such the Council will seek to ensure that new development will not result in an unacceptable impact on the character of the landscape.
- 3.67 New development in settlements should respect their distinctive character including such factors as pattern and layout, plot sizes, distribution of open spaces and the gaps and views between buildings. The proportions of a building and in particular height, scale and massing, together with the elevational treatment and materials all serve to relate the building to its surroundings. Proposals which fail to take account of the character and context of the surrounding area could undermine the quality of the built environment and will not be permitted.
- 3.68 The design and layout of new development, especially large developments, should have regard to the need for it to be adequately served by public transport (particularly buses) and other transport options where the opportunity exists, and by service vehicles including refuse lorries and the emergency services.
- 3.69 New development should be designed to accommodate the needs of people with mobility difficulties and should include energy efficiency measures. High quality, innovative design will be appropriate in some contexts but such proposals should in their space, height and bulk be sympathetic to the streetscape and wider townscape. Modern interpretations of traditional design elements will be encouraged.
- 3.70 Section 17 of the Crime and Disorder Act 1998 requires all local authorities to examine their functions with due regard to their likely effect on crime and disorder and PPS1 'Delivering Sustainable Development' stresses the need to plan for safe and sustainable communities. New development should include measures to design out crime and to design in community safety.
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Policy SG14 - Design and Layout of New Development

New development should be designed to ensure that it makes a positive contribution to the architectural and visual quality of its surroundings. It should normally respect the vernacular architecture of the area in which it is located although high quality contemporary design will be supported in appropriate contexts. In assessing the design and layout of new development the following matters will be taken into consideration:-

- 1) local distinctiveness;**
- 2) the choice of materials;**
- 3) the historic pattern of development in the locality;**
- 4) the relationship of the development to the character, form and scale of existing buildings nearby;**
- 5) the scale, form and height of the proposed development;**
- 6) architectural detailing;**
- 7) the effect of the development on the amenity of nearby residents in terms of noise, smell, general disturbance, overlooking and loss of light;**
- 8) planting and measures to promote biodiversity;**
- 9) the layout of vehicular access, parking and manoeuvring facilities and the provision of facilities for cyclists and pedestrians;**
- 10) the needs of disabled persons;**
- 11) the use of sustainable materials and methods of construction;**
- 12) measures to reduce the potential for crime and disorder;**
- 13) development that would have an adverse effect on the character and appearance of the locality, or which does not respect the distinction between development appropriate to town, suburb or countryside, or which would prejudice the comprehensive development or redevelopment of an area, will not be permitted.**

► **New Development: Facilities For Road Users, Pedestrians And Cyclists.**

- 3.71 The layout of roads and footpaths within a new development, and the means of access onto the road and footpath network must meet safety and functional requirements. We will be advised by the County Council as to whether proposals are satisfactory. The "Lincolnshire Design Guide for Residential Areas" together with the recent County Council publication "Development Guide on the Transport and New Development Issues In Lincolnshire" will be used as a guide to what are appropriate standards. Regard shall be had to the opportunities of the
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development to be served by public transport (particularly buses), to the requirements of cyclists and pedestrians, and to the needs of disabled people and people with a child in a pram or pushchair.

- 3.72 The design of roads and footpaths shall be complementary to the design of the buildings and landscape features of a development, and shall not detract from the established character of the wider area.

Policy SG15 - New Development: Facilities For Road Users, Pedestrians And Cyclists

Proposals for development shall provide safe and convenient access to and within the site for motor vehicles, cyclists, pedestrians, the less able-bodied and people with disabilities to accommodate the potential increase in movement generated by the proposal. New and improved roads, cycleways and footpaths shall reflect through layout and design the anticipated nature of future traffic and the character of areas to be served.

► Parking Standards In New Development

- 3.73 Car parking is an important element of the transport system. It is widely acknowledged that the availability of car parking has a significant influence on an individual's decision on whether or not to drive to their destination, even for locations well served by public transport.
- 3.74 Car parking standards for new developments are therefore an important tool in promoting sustainable travel and encouraging greater use of public transport, cycling and walking. However, it must also be recognised that policies to limit parking at new developments can only be effective where alternative means of travel already exist or are introduced as part of the development. Whilst this may be the case to some degree in the larger urban areas of the County, for many people living in the rural areas of Lincolnshire the car will remain the only feasible option for travel.
- 3.75 Previous car parking standards for Lincolnshire were set out in terms of the minimum number of spaces that must be provided for different types of development and, as such, no longer meet the requirements of Government guidance. A review of the standards has therefore been carried out jointly by the County Council as highway authority and the 7 District Councils as local planning authorities.
- 3.76 These new standards set maximum levels of parking to be applied to new development and redevelopment sites and also to extensions to existing developments or where planning permission is sought for change of use. They are intended to provide a consistent framework that can be applied across the County. However, in some locations, such as the town centres of the larger urban areas where there is easy access to public transport, good facilities for walking and cycling and existing public car parking facilities, then a lower
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provision may be appropriate. It is important, therefore, that prospective developers discuss their proposals at an early stage with us and with the County Council.

- 3.77 The standards in this document (see Appendix 2) attempt to cover the types of development which are most commonly the subject of planning applications in the county. Where a development is proposed which does not feature in this document, then the highway authority or our Development Control section should be contacted.
- 3.78 The servicing requirements of a proposal will vary considerably depending upon the type of development, both in terms of the size and the number of vehicles delivering or removing goods from the site. The onus will therefore be on applicants to demonstrate that any development proposals include adequate provision on site to allow for loading, unloading and turning of service vehicles without endangering road safety. All such service provision should be clearly signed and marked to avoid these areas being used as additional parking.
- 3.79 These standards will be reviewed from time to time in the light of any subsequent changes to national and regional guidance.

Policy SG16 - Parking Standards in New Development

Development proposals will be required to provide appropriate parking and servicing arrangements.

Parking will be required in the form of residential or operational car and cycle spaces, which shall be provided in accordance with the maximum parking standards appended. Where appropriate, provision will be assessed as an average across the development rather than on a plot by plot basis.

The precise level of provision will be determined by negotiation to reflect the proposed use, its location and potential for access by public transport.

► Protection Of Residential Amenity

- 3.80 New development can cause disturbance to existing nearby residents and result in a significant reduction in the quality of their residential amenity. It is considered essential to protect existing residents from intrusive or disturbing development.

Policy SG17 - Protection of Residential Amenity

Planning permission will not be granted for development that would cause material harm to residential amenity.

In considering proposals the following criteria will be taken into account:-

- 1) the extent of any overlooking or loss of privacy;**
- 2) the extent of any overbearing or overshadowing effect;**
- 3) potential noise nuisance including that associated with vehicular activity;**
- 4) the levels of smell, emissions and pollutants.**

► Landscaping Of New Development

- 3.81 Good quality landscaping can significantly improve the appearance of a development and increase the level of amenity that it offers including the maintenance and creation of wildlife habitats. It can also be effectively used to reduce the visual impact of the sometimes necessarily unsightly parts of developments. All too often landscaping has been largely ignored or added as an afterthought resulting in poor standards.
- 3.82 The landscape on the fringes of the built-up areas of settlements is, in many cases, of strategic importance to the character of the area and to its perception and appreciation by residents and visitors. It is seen as a major asset and resource for the attraction of the District as a place to live and for attracting investment in economic development. Maintaining and improving that resource through landscaping of any new development in these areas is considered essential.
- 3.83 PPS 1 “Delivering Sustainable Development” clearly acknowledges the important contribution that landscaping can make to the creation of a high quality well designed environment.

Policy SG18 - Landscaping of New Development

Proposals for new development should, where appropriate, incorporate landscaping proposals as an integral part of their design and layout and a landscaping strategy will be required to support all major development proposals. Particular attention will be paid to:-

- 1) the protection of any existing trees and hedgerows, and any other attractive landscape features;**
 - 2) the provision of strategic tree planting of indigenous species to improve the setting of development within the wider landscape;**
 - 3) the maintenance and establishment of wildlife habitats and corridors.**
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► Protection Of Open Spaces

- 3.84 Within the District's settlements open spaces contribute to the amenity and quality of an area and often reflect the historic pattern of development Open spaces contribute to both visual and residential amenity of the settlement, and can also provide for informal play, sport and recreation.
- 3.85 It is important to maintain private as well as public open spaces within the District's settlements.

Policy SG19 - Protection of Open Spaces

The amenity of open spaces within settlements will be assessed when proposals are received for their development. Where such open spaces make a valuable contribution to the character, appearance and historic development pattern of the settlement, development will not be permitted.

► Extensions And Alterations To Existing Buildings

- 3.86 Unsympathetic alterations and extensions to existing buildings can detract from their character and appearance and cumulatively erode the environmental quality of a neighbourhood. An extension should be designed in sympathy with the host building in terms of scale, height, form, materials of construction and architectural detailing, and should pay regard to the wider context within which the building is set.
- 3.87 Unsatisfactory types of extension and alteration include large dormer windows which dominate roofscapes, flat roofed extensions to buildings with a pitched roof design, and sprawling extensions that 'wrap around' a building.
- 3.88 Particular attention will be paid to proposals to extend residential properties in the open countryside to ensure that they remain of a scale and appearance which is appropriate to their setting. Special regard will also be paid to the continued protection of Local Heritage Interest Buildings. We have begun identifying and compiling a list of such buildings.
- 3.89 The Council believes that a careful balance needs to be struck between the desire to extend buildings (and in particular dwellings) and the potential impact of an extension on the area and on the amenity of adjacent residents. All development must be carefully controlled to protect and enhance quality or to maintain the openness of an area.

Policy SG20 - Extensions and Alterations to Existing Buildings

The extension and alteration of existing buildings will be permitted subject to the following criteria.

In the case of extensions:-

- 1) the scale, design and materials of construction of the extension would not adversely alter the appearance of the building, its visual and architectural relationship with adjoining development or the character of the area;**
- 2) the extension would not materially harm the amenity of adjacent residents by reason of overlooking, overshadowing or loss of light;**
- 3) the operational car parking needs of the development would continue to be met;**
- 4) in the case of extensions to buildings outside defined settlement limits, the extension would be subservient to the host property in terms of scale and would have no material impact on the appearance of the wider landscape.**

In the case of alterations:-

- 5) the alteration would not detract from the character, appearance or historic significance of the building;**
- 6) the alteration would not harm the uniformity of a terraced frontage or otherwise harm the appearance of the local street scene.**

► Extension Of Curtilages

- 3.90 The extension of residential or other curtilages in the rural landscape or on the edge of a settlement will often involve the change of use of agricultural land. Such changes can have a visually harmful effect upon the character of the area. This can alter the nature of the rural landscape by providing opportunities to introduce urban elements such as summerhouses, sheds, patios and manicured gardens. The Council considers the sufficiency of the extent of a residential curtilage at the time it determines any new application for a replacement dwelling, barn conversion or agricultural workers dwelling, therefore any subsequent proposal to create additional curtilage is not likely to be considered favourably.
- 3.91 In assessing applications for change of use, consideration needs to be given to the size and shape of the existing plot and how it relates to others in the locality. The relationship of the site to the surrounding field patterns and landscape features will help to determine the impact that the change of use will have when moved in the wider landscape. The existing field pattern is important in defining the landscape character of an area and may be of historical significance.
- 3.92 Where a change of use is considered acceptable the Council needs to be satisfied that the proposed new boundary treatment and landscaping is appropriate to the area. In some cases permitted development rights could be removed to enable the Council to control such development in the future.
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Policy SG21 - Extension of Curtilages

The extension of residential or other curtilages beyond the defined development limits of settlements will only be permitted where there would be no harm to the setting, character and appearance of the settlement.

In the case of residential and other uses outside defined settlement limits, the extension of curtilages will only be permitted where there would be no harm to the character, appearance and landscape quality of the area.

Permitted development rights, including those for the erection of curtilage structures and means of enclosure, will normally be withdrawn. Special regard will also be had to landscaping and boundary treatment.

► Advertisements And Signage Generally

3.93 Advertising is a necessary part of the promotion of businesses. Outdoor advertisements and signs are a significant area of the range of advertisement media available to businesses to promote themselves. The functions performed by signs incorporate public awareness raising, providing directions or identifying individual business premises.

3.94 To be effective advertisements need to be clearly visible in their surroundings. This need for visibility must however be balanced against the visual appearance of the sign within its setting and the need to prevent the over-domination of the area by the size or appearance of the signage. We are committed to the upgrading of signage quality within the District in order to improve the visual amenity of the area and to improve the quality of life for residents and visitors. The need for advertisements to promote individual businesses is acknowledged. However it is considered that high quality advertisements are an asset to both business promotion and visual amenity, meeting the needs of both advertisers and the District Council.

3.95 An information leaflet 'Shop Fronts - Advertising' has been published providing some advice on the matters raised by this policy.

Policy SG22- Advertisements and Signage Generally

The District Council will grant express consent for advertisements which do not detract from the visual amenity of their setting or prejudice interests in public safety. Express consent will be granted for signage that:

- 1) is in keeping with the general character of the area in which it is situated through its scale, style, siting, design, materials and location;**
 - 2) is not positioned above ground floor or fascia level on shops and offices;**
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- 3) maintains the scale and integrity of the building on which it is situated and does not straddle the frontage of two buildings of differing scale and appearance;
- 4) would not present a clutter or duplication in conjunction with any existing signs on the building;
- 5) is constructed of materials appropriate to the character of the building/area where it is located;
- 6) would not cause detriment to the amenity of the surrounding area by virtue of the proposed degree of illumination of the proposed signage, the duration of illumination or the intermittent nature of the illumination;
- 7) would not prejudice highway safety.

► Advertisements Outside Defined Settlement Limits

- 3.96 Large parts of the District consist of open countryside and there are a number of primary transport corridors running through the District. Uncontrolled advertising can seriously harm the visual character of the area and prejudice highway safety. The open character of much of the landscape limits the potential for accommodating developments.
- 3.97 Advertisements should be sensitively designed in terms of their scale, colour, means of illumination and materials of construction and should be located within the curtilage of the premises to which they relate. Advance directional advertisements in the open countryside are particularly intrusive and will not be permitted. The use of official white on brown directional signs is the Council's preferred approach for meeting the need for advance signage for tourist and other attractions.

Policy SG23 - Advertisements Outside Defined Settlement Limits

Outside defined settlement limits permission will be granted for the display of advertisements which are attached to or within the curtilage of premises to which they relate provided that they do not detract from the character and appearance of the rural setting by virtue of their scale, design, materials of construction and means of illumination.

Other advertisements outside defined settlement limits including advance directional advertisements will not be permitted.

Chapter 4 - HOUSING

- 4.1 One of the key responsibilities of the Council is to ensure that there is sufficient housing land to meet the requirements of the District over the period of the Local Plan, 2001-2021. The strategy of the plan advocates a sequential approach to the identification of new sites for housing. This approach is complemented by the promotion of higher densities for housing development, good quality design, managed land release through phasing and making the best use of previously developed land. The plan aims to focus development in urban areas and to maximise access to services, facilities, employment and to help reduce the need to travel. The monitoring of housing land through land availability and urban capacity studies are therefore fundamental to the application of this approach.
- 4.2 The strategic aims of these policies are:
- to comply with the Government's national planning policy in Planning Policy Guidance Note 3 "Housing" which includes promoting sustainable development and managing the release of housing land
 - to conform generally with the Lincolnshire Structure Plan to 2021, which requires provision for 7600 new homes in South Holland over the period 2001-2021, with provision being concentrated mainly in urban areas
 - to continue to address the acknowledged over-allocation of housing land and the imbalance between urban and rural areas.
- 4.3 Regional Planning Guidance for the East Midlands (RPG8) 2002, now replaced by RSS8 (2005) has reduced the strategic housing requirement for Lincolnshire and the Structure Plan has allocated the District with the same proportion as before but lower overall total, down from 470 dwellings per annum to 380 dwellings per annum. This provision is more concentrated in urban areas than before (up from 67% to 75%) with a reduction in rural areas (down from 33% to 25%) to encourage a more sustainable and focussed pattern of development.
- 4.4 In order to address the strategic housing aims for the District the plan aims to direct the majority of housing development through new permissions towards the Main Town of Spalding, as the District's most sustainable settlement. However the policies also aim to bring forward some new development in the Area Centres, firstly on small brownfield sites within the defined settlement limits. Given the sustainable development objectives of the plan, and the constraints on overall housing numbers the spatial strategy does not provide for major growth of the smaller villages. Based upon the findings of our settlement services and facilities study, some limited growth is allowed for to meet the needs of certain rural communities, namely the Group Centres which can provide for a range of activities together. Currently there are still a high number of outstanding permissions and high completion levels in the rural areas and to ensure the plan complies with the Structure Plan's pattern of development the policies remain strong on preventing widespread development in these rural locations.
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- 4.5 In order to plan, monitor and manage a sustainable distribution of development it is necessary to focus growth primarily in Spalding and then the other towns. These areas will in turn serve their rural hinterlands and provide a range of necessary facilities and services for local communities.
- 4.6 Only limited development is anticipated within the Other Rural Settlements. Many lack an adequate range of services and facilities to meet the needs of residents directly.
- 4.7 Within the defined settlement limits of the towns and larger villages the principle of infill housing is acceptable. Such development may only involve one or two houses but in total can provide a significant contribution to the District's housing requirements, and help to reduce reliance on greenfield sites whilst following sustainable objectives regarding the location of development. However, proposals for new housing will be carefully considered to ensure that public and private open spaces which contribute to the character, historic street pattern and visual amenity of the settlement are maintained. Problems can also occur if the development would cause loss of privacy to other residents or harm the setting of nearby buildings or the overall streetscene. The design, scale and mass of new buildings should respect their surroundings and integrate well with the street scene. The Council will ensure that such infill development does not harm the character and setting of any settlement.
- 4.8 The plan also aims to make provision for the re-use of currently unused or under-used accommodation above ground floor level for multiple unit residential accommodation in suitable buildings. Such proposals must ensure that a satisfactory standard of accommodation can be achieved, with consideration given to factors including noise, car parking, residential amenity and separate access. This reuse can contribute not only to the regeneration of areas, but can provide suitable accommodation for affordable housing provision.
- 4.9 In order to establish how much housing can be accommodated in the towns and main village of Donington we have undertaken an Urban Capacity Study (which is available as a background paper). The aim of the study was to guide considerations on housing provision in the District, to enable the Council to identify land and buildings that were potentially suitable for allocation in the emerging Local Plan, to provide an estimate of how much additional housing could be accommodated within the defined urban areas, and to help identify the amount of any additional housing requirement that may need to be provided by urban extensions. This information will be updated periodically in accordance with the Government's requirement to 'plan, monitor and manage'. The key results are to be found appended to this Local Plan.
- 4.10 The Urban Capacity Study theoretically identified a significant amount of potential development that could occur through making more intensive use of land in residential areas. This includes development on backland sites and within existing residential curtilages and gardens. However, where this sort of development would represent over-intensification it will be resisted in order to protect the general character and amenity of the built environment and prevent the loss of amenity to adjoining residential properties.
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- 4.11 The Urban Capacity Study also revealed that with the exception of Spalding there is a limited range of unconstrained/modestly constrained brownfield sites available. This can be attributed to the historic development of such sites and also to the lack of sites due to the rural nature and lack of industrial heritage of the District. The findings reveal that some greenfield land within the urban areas or urban extensions would also need to be identified to enable the Council to adequately meet the RSS and Structure Plan strategic requirement to 2021. Development of previously developed land is not enough on its own to fulfil the Council's need to achieve the appropriate levels of housing completions and have an adequate land supply. Capacity sites may only be capable of delivering a modest contribution in the future.

► The Housing Requirement

- 4.12 Whilst the emphasis of the Plan strategy is on the use of brownfield sites there is insufficient supply from such sources to meet the Structure Plan requirement, as identified in the urban capacity study. In accordance with the spatial strategy the Local Plan therefore sets out a range of housing allocations. A number of greenfield urban extensions to the towns have been allocated and these are considered to be the most appropriate solution to meet the Structure Plan requirements, together with the development of brownfield windfall sites.
- 4.13 The table below reveals the current land availability situation compared with the emerging Structure Plan requirements of 7600 dwellings to 2001-2021. As at 1 April 2004 there was an identified land supply of 3897 dwellings, leading to an over allocation of 97 dwellings to 31 March 2011. This land supply is made up of dwellings already constructed, those under construction or with a planning permission not yet started. However, to 2021 the supply is 4430 due to some sites being phased beyond 31 March 2011. The remaining requirement of 3170 dwellings will be met through the allocation and phasing of sites identified in Policy HS3 and through smaller sites coming forward under the other housing policies. Policy HS1 indicates the need to permit this number of dwellings during the remainder of the plan period. In the event of monitoring showing a level of non-implementation or reduction in commitments due to review of extant permissions higher than that indicated in the table below, then permissions for additional dwellings may be granted to achieve the overall Structure Plan requirements for the District. Policy HS2 refers to monitoring and phasing of housing and those figures refer to the aggregate of planning permissions and provisions of the Plan which we are relying on to achieve those Structure Plan requirements.

Comment [.IC66]: Changes to The Housing Requirement section.



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Table: Housing Land Availability and the Emerging Strategic Housing Requirement

Time Horizon	2001- 2011	2001- 2021
(a) Emerging Strategic Housing Requirement (pro-rata to 2011)	3800	7600
(b) Housing Supply		
• Completions 1 April 2001 to 31 March 2004	1976	
• Under Construction at 31 March 2004	446	
• With Planning Permission Not Started at 31 March 2004 (Discounted to take account of opportunities for review of extant permissions in accordance with para 40 of PPG3) (2298 – 290) (2001-2011 figure further reduced by 533 to discount phasing on Wygate Park beyond 31 March 2011)	1475	2008
(c) Total of figures in (b)	3897	4430
Remaining requirement (a – c)	-97	3170

- 4.14 We are committed to the aim of ensuring that local people have the opportunity to access a decent home and another essential feature of this Plan is the requirement for the provision of 'affordable housing' in appropriate circumstances.
- 4.15 Generally we are committed to securing an appropriate mix of dwelling size and type in new developments, to avoiding housing developments which make inefficient use of land, to providing for higher average housing densities, and to providing for more intensive housing development in and around existing centres and close to public transport- all in contributing to creation of sustainable communities. Higher densities should not mean poor quality design and layout leading to unattractive development. Designs need to be imaginative, resulting in housing schemes that enhance, rather than detract from the qualities of the existing surrounding environment and help to create a sense of place and community.

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PPG3 states that local authorities should avoid the inefficient use of land and should avoid developments of less than 30 dph, encourage developments of between 30-50 dph and seek higher densities of developments at places that are highly accessible such as close to the town centre.

We will seek to achieve densities within this range and applicants will be encouraged to provide higher densities where appropriate. The Council recognises that the appropriate density for development will vary from site to site and will be determined by many characteristics, such as location, character of site, and its surroundings and type of housing proposed.

The plan therefore aims to ensure that higher densities are achieved in the most sustainable locations, namely the towns and especially Spalding. However the average density achieved for the District will still currently be suppressed by development in the smaller settlements, as the large pool of unimplemented permissions are built out. High densities are also often not appropriate in these locations to ensure the traditional character and form of the village layout remains.

4.16 In order to meet the Plan's other objectives we propose that exceptionally some new housing may be permitted where:

- affordable housing, to meet demonstrable local needs, would be provided on land that would not otherwise be released for residential use, as set out in Policy HS9.
- the development proposes the reuse of upper floors or under used buildings for multiple residential units.
- new housing would form part of enabling development to, for example, achieve town centre regeneration, or achieve identifiable community benefit, or to secure the future of a listed building.
- it would deliver specific elements of community and/or transport infrastructure in support of the growth of Spalding as the District's Main Town. Such proposals will be assessed carefully in terms of their contribution to the creation of sustainable communities as set out above.

Policy HS1 - The Housing Requirement

Provision will be made for 3170 additional dwellings to be permitted in the District between 2004-2021 to comply with the Structure Plan housing requirements, of which 2730 will be in the Structure Plan urban areas and 440 will be in the Structure Plan rural areas.

► Monitoring And Phasing Of Housing

- 4.18 Monitoring is a critical component in developing and implementing a policy framework to achieve overall land use objectives for the District and is the key to successful forward planning. A requirement of the new Planning and Compulsory Purchase Act 2004 is for Local Planning Authorities to produce an Annual Monitoring Report (AMR) for submission to the Secretary of State. The AMR will review plan progress against targets and will be the basis on which the housing policies of the plan will be reviewed regularly in accordance with the requirements of PPG3.

The plan aims to provide 2810 dwellings by 2011 at an average of 400 per annum (pa). Currently the build rate for the District is 659 pa, far in excess of this average and the average Structure Plan requirement (2001 to 2021) of 380 pa. The policies, phasing and assumptions built into the strategy of the plan will ensure this target of 2810 is achieved. However, if through regular monitoring the build rate falls below 400 pa we will review the allocations in the plan and bring forward land allocated post 2021 or look at the phasing arrangements to slow down the rate of development if build rates and completions remain well above this figure. The major allocations will be subject of development briefs which will include details of phasing. We will use conditions on planning permissions to control phasing of large developments. If there is already an adequate supply of housing and if it is likely that granting further permissions would lead to an excessive build rate then any planning applications in the District will if necessary be refused as being premature. In applying this approach we will have regard to the lead-in times required for the development process before completions are achieved. The AMR will track progress on the delivery of housing against the strategy of the Plan. We will consider producing a Supplementary Planning Document on housing land monitoring and management procedures.

The housing trajectory contained within the AMR sets out the current and potential future build rates and compares these with the Structure Plan annual and overall targets. The trajectory will show build levels in the District up to 2021. The trajectory will also assess any future shortfall or surplus of housing over the plan period by comparing this to planned build rates. Monitoring the levels of completions and new permissions against this trajectory will show if the policies and assumptions we are using are appropriate.

- 4.19 The application of the plan-monitor-manage approach and the conclusions drawn from the AMR will ensure Structure Plan targets and pattern of development are being met. If the AMR identifies that extensive development is occurring in locations contrary to the plan's strategy we will look to review and strengthen our policies accordingly. The phasing of allocated sites will ensure a continuous supply of housing land throughout the plan period and prevent extensive levels of development occurring up to 2011. The current number of permissions in each settlement will also be used as part of the assessment of applications to ensure local housing needs in line with allowances are met. Periodically monitoring the amount of development will therefore ensure the allowances for each tier of the hierarchy are not exceeded and development occurs on a gradual basis in line with existing infrastructure, and new infrastructure provided as part of and in step with development.
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- 4.20 Under the 2004 Act, Local Plans will be replaced by Local Development Frameworks. This process will also inform the level of growth required for the remainder of the plan period and enable further review of sites and policies to meet current strategic requirements.
- 4.21 PPG3 advises Local Planning Authorities to give priority to development of brownfield sites before looking at greenfield sites. This can be achieved by managing the release or phasing of sites over the plan period in order to control the pattern and speed of growth. This will also provide greater certainty and enable the planning of community infrastructure provision to meet the needs arising from proposed development. Throughout the District a number of sites already have a current planning permission and it is likely that many of these sites will be built during the next 3-4 years. However should any of these applications lapse, applications for their renewal will be reviewed and considered in light of the overall spatial strategy, other policies and current build rates, especially in the rural areas where there is a large existing bank of commitments. The development of sites will be carefully monitored to assess whether the phasing objectives are being achieved and ensure that a continuing supply of housing land is coming forward.
- 4.22 In order to manage the controlled release of housing land the plan period has been divided into 2 phasing periods, 2004-2011 and 2011-2021, as shown by the table in policy HS2. During phase 1 the plan places greater emphasis on the urban areas to bring the balance of development more in line with the Structure Plan spatial strategy. The table shows that the plan makes a considerable contribution towards meeting the requirements of the Structure Plan by 2011. Therefore less development will come forward during phase 2. Applications for new development will be considered against the other policies of the plan and the Council may impose a planning condition to ensure development occurs at a gradual pace and in step with infrastructure provision. If necessary the Council will refuse permission where there is already an adequate supply of housing land and/or a need to align with the assessment of infrastructure needs.
- 4.23 Annual reviews of the UCS will also be used as part of our overall monitoring framework to ensure the assumptions we have used in the study are accurate, enable any necessary amendments to be implemented or identify trends that are occurring. Regular updating will ensure the study remains robust. This overall monitoring framework is essential to track and assess the performance of the identified capacity, levels of completions and new permissions. The Council will also monitor housing land availability at least annually and the results will be used to review the proposed phased release of housing sites. This exercise will be carried out in liaison with housebuilders.

Policy HS2 – Monitoring and Phasing of Housing

The supply of housing will be monitored to ensure the requisite number of dwellings are being completed and that there is an adequate and continuing supply of land for housing throughout the plan period. Provision for new

development will be made on the basis of the number of new dwellings required on average per annum during the two phasing periods, 2004-2011 and 2011-2021.

	Phase 1 2004-2011	Phase 2 2011-2021
Commitments	1924	530
New Permissions	885	2285
Total (rounded)	2810	2810
Average per annum	400	280

Planning permissions on sites allocated under Policy HS3 and on any other large sites coming forward will be granted subject to phasing conditions, with a view to achieving completion rates in accordance with this table. In the case of any application in the District, permission may be refused on grounds of prematurity if existing permissions and other sources of supply already provide for likely completions in accordance with this table for at least a five year period.

► New Housing Allocations

- 4.24 The table in Policy HS3 identifies sites that have been allocated to ensure that the Structure Plan housing requirement for the District can be met. In the case of Holland Park, Spalding and land adjacent to the A151 at Holbeach the figures given are those for the number of dwellings expected to be completed during the plan period as part of the urban extensions shown for these areas on the proposals map. In accordance with the Plan's strategy, the proposed allocations of housing land seek to accommodate most of the District's needs within or adjoining the existing urban areas, primarily in the main town of Spalding. Some additional development is also proposed within the District's other towns and larger villages, to meet identified local housing needs (primarily under other policies). The allocations have been assessed with regard to their compliance with the spatial strategy, as well as having regard to their impact on the character and appearance of the surrounding area.
- 4.25 The Council will prepare development briefs for the urban extensions at Spalding and Holbeach and for major allocated housing sites, to guide new development. The development briefs will aim to phase and control the progress of development to ensure housing, associated community infrastructure and the link road are delivered as part of an integrated strategy (rather than being independent of each other) and to ensure a continuous supply of housing land. The Plan aims to bring forward the majority of this development during the second half of the plan period (given that there are already major sites, particularly at Wygate Park in Spalding as shown on the proposals map, benefiting from planning permission). The timetable for production of these development briefs will be set out in the LDS.
- 4.26 The urban extension at Holland Park, Spalding will include 84 Ha to be developed for housing. 28 Ha of this will not be developed within the plan period,

- unless required in order to achieve completions in accordance with the strategic housing requirement on which this Plan is based. The urban extension will also be required to include major on-site provision of education and other community infrastructure, leisure and open space facilities together with completion of a link road (referred to in Policy TC1). The site lies adjacent the rail line which provides opportunity for a rail halt to serve the area and provision for this should be safeguarded.
- 4.27 The urban extension at Holbeach will include 15 Ha to be developed for housing. 10 Ha of this will not be developed within the plan period, unless required in order to achieve completions in accordance with the strategic housing requirement on which this Plan is based. The urban extension allocation will also be required to include major provision of leisure and open space facilities and other community infrastructure. It is also expected to provide major improvements to the A151/A17 junction (to be a roundabout), in association where necessary with the development of employment land (referred to in Policy EC1). The Council will identify the type of leisure provision required having regard to existing and planned provision.
- 4.28 Other sites allocated for housing development are the next phase at Foxes Lowe Road/ Battlefields Lane, Holbeach and two smaller sites north of Bridge Road, Sutton Bridge off Chestnut Terrace and off Withington Street (where this Plan has substantially de-allocated land that was allocated previously).
- 4.29 The Plan identifies a specific site for provision of a new health centre at Damgate, Holbeach which will be well related to other facilities given the location opposite the Community Centre. It will be a requirement of housing development on either of the allocated sites in Holbeach that a new health centre is provided. The requirements for the health centre will be agreed with the Primary Care Trust.
- 4.30 The number of units shown for each site are indicative only. Exact numbers will depend on a variety of factors which will be carefully considered during discussions with developers.
- 4.31 In order to manage the controlled release of housing land the Plan aims to ensure that, as far as possible, brownfield land is brought forward before greenfield sites are released. The availability and take up of housing land will be monitored to ensure that there is an adequate supply of land and that, in accordance with the plan monitor manage approach, allocations are reviewed and necessary adjustments are made to the phasing of sites. A permission may not therefore be granted on an allocated site if construction rates are being significantly exceeded. A site phased for a later stage in the plan process may be brought forward if construction rates are being significantly underachieved and the earlier release of greenfield sites is the only means to resolve this situation.

Policy HS3 - New Housing Allocations

Land is allocated for housing at the locations shown on the proposals map and in the table below, which also includes the housing elements of the urban extensions at Spalding and Holbeach.

Sites will be phased in accordance with Policy HS2 and as set out in the table below. Development indicated for a later phase will only be brought forward to an earlier phase where monitoring indicates that completion rates are being significantly underachieved compared to the Plan's strategy.

Proposals for alternative uses on land allocated by this policy will not be permitted unless it is demonstrated that the site has become physically unsuitable for housing.

Table: Housing allocations

Location	Phase 1 2004- 2011	Phase 2 2011- 2021	Potential Dwelling supply	Affordable Housing Provision*
Spalding- to 2021	350	1100	1450	483
Holland Park				
Holbeach- to 2021	100	200	300	100
Adjacent A151				
Off Foxes Lowe Road				
Sutton Bridge- to 2021	30	0	30	10
Off Chestnut Terrace				
Off Withington Street				

The numbers indicated represent an indicative potential number of dwellings.

- Based upon site delivering 33% affordable housing.
- All allocations are greenfield sites with no planning permission at 1 April 2004.
- The sites referred to should achieve overall at least 30 dph net housing density. If this results in a potentially greater capacity for these sites than the numbers indicated in the table to 2021, the numbers indicated in the table to 2021 are the maximum to be permitted. Any remaining land would come forward post 2021, unless we have to bring it forward under 'Plan Monitor Manage' due to other sources of housing supply under-performing.

► New Housing In Spalding (Non-Allocated Sites)

4.33 The large majority of the District's population lives in the towns, about one third in Spalding. These are South Holland's most sustainable settlements. They each provide a focus for employment, commerce, retailing, recreation and culture. They are also locations for existing major investment in infrastructure provision

and buildings. Concentrating new housing development in the towns encourages energy efficient land use patterns providing the potential to reduce journeys to work. It also sustains and strengthens the service and shopping functions of the town centres, helps to achieve urban investment and renewal and provides for transport choice by enhancing opportunities for the use of public transport, cycling and walking to enhance accessibility to all sectors of society. The consumption of greenfield sites for development is lessened, helping to protect the character of the countryside, minimising the loss of agricultural land and reducing the costs of infrastructure provision.

- 4.34 Historically, Spalding, in contrast with other parts of the District, has not had an over-supply of housing land nor has house building taken place at an excessive rate. It offers the greatest potential for future growth within the District.

Policy HS4 - New Housing in Spalding (Non-Allocated Sites)

Residential development will be permitted on suitable sites within the defined settlement limits of the Main Town. Proposals will be assessed in relation to the scale and impact of the development on the character and setting of its surroundings.

► New Housing In The Area Centres (Other Towns And Donington) (Non-Allocated Sites)

- 4.35 The Council will permit, subject to Policy HS2, development within the defined settlement limits of the towns of Holbeach, Long Sutton, Crowland, Sutton Bridge and the main village of Donington (the Area Centres). Such development will be restricted to brownfield land unless it can be demonstrated that no suitable brownfield sites are available and that any proposal for the development of greenfield sites would not result in the loss of important open spaces or harm the character and/or appearance of either the immediate locality or of the settlement in general. The scale, nature and design of development will need to be in character with the settlement and its surroundings, and the amenities of the surrounding areas must be safeguarded.

Policy HS5 - New Housing in the Area Centres (Other Towns and Donington) (Non-Allocated Sites)

Residential development will be permitted on suitable sites in Area Centres where the following criteria are satisfied:

- 1) The site is within the defined settlement limits, as shown on the proposals map; and**
 - 2) The site constitutes brownfield land unless it can be demonstrated that no suitable brownfield sites are genuinely available.**
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► **New Housing In The Group Centres (Non-Allocated Sites)**

- 4.36 In accordance with the Plan strategy, whilst most new development will be located in Spalding followed by the towns of Holbeach, Long Sutton, Crowland, Sutton Bridge and the main village of Donington, the intention is that some villages should continue to act as minor service centres for the surrounding areas. The Plan's approach to rural settlements is therefore to support the maintenance of existing services and facilities while limiting housebuilding to that required to meet a specified local need. Many villages, during the previous plan period, have been subject to significant levels of new housing development and many extant planning permissions remain (Data on these sites is held within the Council's Housing Land Availability Study, which is produced annually). Together with the oversupply of housing land, combined with the aim to protect the countryside and to maintain the character of villages the defined settlement limits have been drawn as tightly as possible. This is to minimise the possibility of intensifying the density of development on the periphery of villages and to maintain a gradual transition from the built areas of the settlement to the countryside.
- 4.37 Despite increases in car ownership and other changes, for example, in retailing patterns, there are many households without access to a private car or access to public transport and the provision of a basic level of services and facilities is considered vitally important for the social and economic well being of the local communities. The retention of services and facilities also has the potential to reduce the number and length of motorised trips for basic necessities.
- 4.38 Those villages which act as minor service centres are identified as: Cowbit, Deeping St Nicholas, Fleet Hargate, Gedney Hill, Gosberton, Moulton, Moulton Chapel, Pinchbeck, Sutton St James, Weston and Whaplode.
- 4.39 Within these villages housing schemes are limited to infilling of brownfield sites within defined settlement limits. Infill development on small windfall sites can make a valuable contribution to meeting the housing needs in these settlements. The scale and location of such schemes is critical though to ensure they are well integrated into the street scene and village pattern of development, taking into account local character and distinctiveness. Also we will be mindful of the existing stock of extant planning permissions in the rural areas; where at least 5-10 years' supply already exists, further planning permissions for housing will not normally be forthcoming at that stage.

Policy HS6 - New Housing in the Group Centres (Non-Allocated Sites)

Residential development will be permitted on suitable sites in Group Centres where:

- 1) It is within the defined settlement limits as shown on the proposals map; and**
 - 2) It is on brownfield land; and**
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- 3) It is infilling or represents the replacement of an existing dwelling within the same site; and
- 4) It does not harm the character and setting of the settlement.

► New Housing In ~~the Open Countryside including~~ Other Rural Settlements

4.40 A number of other settlements are located within relatively remote rural areas. It is important that where limited services do exist they are retained for the benefit of the local population. However some of the villages do not have, and are unlikely ever to have, basic services or facilities. All of these other rural settlements are regarded as locations where major new development should not be permitted and therefore defined settlement limits have not been made (i.e. previous development boundaries are removed). These settlements are treated as lying in the open countryside and are considered under the following policy in order to protect their character, the countryside and in the interest of sustainable development.

Comment [.IC67]: Change to New Housing in the Group Centres (Non-Allocated Sites) section.

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5) There is not already an adequate supply of land with planning permission for housing

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Policy HS7 - New Housing in ~~the Open Countryside including~~ Other Rural Settlements

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Outside the defined settlement limits of Spalding, Area Centres and Group Centres, new housing development will only be permitted where:

- 1) it is proven to be essential to meet the needs of agricultural, forestry or other workers and complies with Policy HS12; or
- 2) the proposal is for small scale, rural exception affordable housing that complies with Policy HS9.

► Affordable Housing

4.41 The District Council considers the provision of affordable housing to meet the needs of local people to be one of the most important issues facing it. We are committed to ensuring that local people have the opportunity of a decent home. Some people cannot access the general housing market because their incomes are insufficient, so we will seek the provision of affordable housing to try and address these housing needs.

4.42 House prices in the District have risen significantly over recent years. They are simply not affordable to many local people. The substantial increase in house prices has not been matched by a similar increase in wage levels. The Council therefore defines 'Affordable Housing' as being homes provided to meet the needs of people who cannot afford to buy or rent suitable property on the open market and which are therefore homes made available at a rent or price below the normal market level, irrespective of size or type of dwelling, which are

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<#>For agricultural, forestry or other workers and accords with Policy HS12; or¶
<#>For affordable housing to meet identified local needs and accords with Policy HS9..¶
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affordable (having regard to detailed formulae and other advice in its approved Supplementary Planning Guidance September 2005, which may be reviewed when necessary) and which are made available to meet demonstrated needs in the area (including needs evidenced in its Housing Needs Survey 2003 and updated figures based on the survey).

- 4.43 Affordable housing can be provided through 3 main routes:
- Direct provision by the District Council;
 - Provision by Registered Social Landlords (RSLs) or Charities; or
 - Provision by Private Developers.
- 4.44 The Council is pursuing all of these routes to ensure maximum delivery. We need to be innovative and look at different ways of delivering affordable housing, including through a range of tenures. One of the ways we will address the shortfall is to seek provision through the planning process as part of development. In addressing the community's need for a mix of housing types, the Council will require affordable housing provision on the basis of evidence. A major contribution to meeting need can- and must- be made through the planning process, although clearly not all of the need will be met that way. The sites allocated for housing development by Policy HS3, together with developments brought forward under Policies HS4, HS5 and HS6 where they are of a size requiring affordable housing, will together provide the main contribution towards affordable housing provision in the District over the Plan period.
- 4.45 Our Housing Needs Survey Update 2004 identified 530 affordable housing units are needed annually. Re-lets in the existing stock are insufficient to meet this need and there remains a projected requirement for an extra 269 affordable homes annually from 2004, for at least 5 years in order to meet all the backlog of unmet need and address newly arising need over that period. However, we anticipate that it will take longer than five years to clear the backlog and hence that the annual requirement thereafter will be in excess of the 155 homes required to meet newly arising need. We will regularly monitor progress towards meeting need and when necessary we will reassess the amount of unmet need.
- 4.46 There is a shortfall in affordable housing in each and every sub-area of the District as shown in the Housing Needs Survey report.
- 4.47 Affordable housing can be provided in urban and rural areas and be for discounted sale, for shared ownership or for rent (or a combination of these) wherever a demonstrable need exists. This is irrespective of tenure, ownership or financial arrangements. There are a number of types of provision and each will have a role to play and may be suited to meeting a particular group of needs or income levels. Properties must meet local housing need, which may require a range of affordable homes with costs that suit households of different income levels. The number of properties in any development is also likely to affect the mix needed. The homes must be suitable for the prospective occupants. Evidence suggests that in particular there is a requirement for significant proportions of both affordable rent and shared equity sectors to be provided
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overall in the District. We are particularly mindful of the need to increase the stock of low rent properties given that they may well be the only type of property ever affordable to some households. The Housing Needs Survey shows that new low cost market housing, unless in some way made available at a rent or price below the normal market level through the private or public sectors, will not contribute to meeting the need for 269 homes per annum referred to previously. Low cost market housing has a role to play in adding to the overall range of housing types in the stock but can only be seen as additional to the identified affordable housing need. The Council's priority is to rigorously pursue contributions of subsidised housing through Policy HS8.

- 4.48 The adopted Local Plan (1998) did not contain any policies specifically relating to affordable housing. However the First Deposit Draft Local Plan (2001) contained policies which reflected the guidance given in PPG3 (2000) and Circular 6/98. The Government also consulted on a draft revision to PPG3 during 2003, which it was proposed would replace Circular 6/98. It proposed a general reduction of thresholds to 15 dwellings or 0.5 hectares with the potential to adopt lower thresholds, to address the housing needs of our communities. In particular, it emphasised the potential contribution of sites below the main threshold to help meet the needs in small rural settlements. Some parts of PPG3 were subsequently changed in January 2005. The Government has now consulted on further draft revisions in a paper "Planning For Mixed Communities". This picks up on some of the earlier consultation issues. In the interim, Circular 6/98, including its thresholds, remains in force. The policy set out below therefore continues to reflect guidance in PPG3 (2000) (as revised in January 2005) and Circular 6/98 but adopts a lower threshold than those that were set out in the First Deposit Draft given the evidence of need across the District set out in our Housing Needs Survey (2003) and updated figures based on the survey. In particular, the threshold is justified by the exceptionally high level of housing need in all areas and the limited number of larger sites that are likely to come forward in the District as a whole.
- 4.49 The First Deposit Draft Local Plan recognised that a disproportionately large amount of housing land was located within the smaller rural settlements. Very little of this large bank of planning permissions relates to affordable housing. The Council's aim is to achieve a more sustainable distribution of housing and therefore expects to see the majority of new permissions, and hence the majority of affordable housing provision, in the urban areas together with a reasonable number of affordable dwellings in the rural areas, particularly to meet local needs. For monitoring purposes, the minimum target for affordable housing provision through Policy HS8 (and preceding emerging policy) for the period 2004-2021 is to achieve completion of at least 1133 homes (on average at least 67 homes per annum) which has been calculated as follows:

Table: Affordable Housing Minimum Target (Policy HS8 provision)

Source	Estimated Number of Affordable Homes
Existing Planning Permissions	280

Allocated Sites	593
Urban Capacity Sites	260
Total:	1133

Note: Estimates are based on affordable housing provision of one third on qualifying sites. In turn these figures are based on assumptions, for example density. Sites developed solely for affordable housing will generate additional affordable homes not included in the above target. Rural exceptions housing is not included in this target and will be additional. We will refine this target if necessary through our Annual Monitoring Report. This is a minimum target for monitoring purposes and is not a maximum. If this target is exceeded, affordable housing will still be required where there is evidence of unmet need remaining.

- 4.50 Minimum targets for affordable housing provision have been set for individual major housing sites allocated in Policy HS3 and they are given in the table in that policy.

- 4.51 The additional affordable homes provided by schemes comprising solely affordable housing will be additional to these numbers and not count towards the minimum target.

- 4.52 We will monitor affordable housing commitments and completions as part of a Plan- Monitor-Manage approach. As well as monitoring progress towards the overall numerical target, it will be necessary to look at the types of affordable housing provided in order to assess whether the specific social needs of South Holland are being met.

- 4.53 Where the application is for just 1 or 2 dwellings, but clearly forms part of a site for development of 3 or more dwellings, then the Council will seek the provision of affordable housing in accordance with this Policy. The minimum density of development across the site will be expected to be in the range 30 – 50 dwellings per hectare in urban locations, to accord with PPG3, and should reflect in our Urban Capacity Study. The policies apply to all new planning applications for residential development, including applications for renewal of previous permissions.

- 4.54 Our normal requirement is for at least one third of the housing to be affordable housing and for it to be provided on site, within the development. However, in a particular case there may be good planning reasons why, as an exception to this normal requirement, it would be preferable either for the affordable homes to be provided by the developer on another site or for the Council to accept a financial contribution to an affordable housing scheme on another site. Also, if the proposed development consists of less than 9 dwellings the Council may accept a financial contribution to an affordable housing scheme on another site. We will only accept off-site provision or financial contributions where they are linked to a specific, planned affordable housing programme. The onus will be on the applicant to identify the affordable housing scheme where appropriate, or to discuss with the Council contributing to the Council’s own scheme for funding of affordable housing programmes. Neither off site provision nor financial

contributions will be a less expensive option than on-site provision, but will be equitable. In calculating requirements for off-site provision or for financial contributions, regard will be had to the number of general market homes that the developer will achieve, the total number of dwellings (general market plus affordable) to be delivered across all sites which are part of the consideration and the site area(s) involved. The 'one third' affordable housing contribution refers to the provision of land at nil cost and in addition a capital contribution to the cost of the dwellings. Where applicants are seeking a reduction in the amount of affordable housing normally required it will be necessary for them to provide a robust financial appraisal of the development as part of the planning application to demonstrate why that reduction is justified. The Council will closely scrutinise such proposals. The Council will only seek less than one third of a residential development as affordable housing in exceptional circumstances.

- 4.55 In order to create and maintain an adequate supply of affordable housing, we will seek reasonable assurances that the dwellings provided will be made available for occupation by those people who are in need in that area. The measures necessary will depend upon the types of partners involved and the type of housing to be provided. For example, if a Registered Social Landlord (RSL) is involved who will manage the letting of dwellings, that provides some assurance. However, sometimes it will be necessary to use planning conditions as a means of control, or possibly planning obligations under Section 106 of the Town and Country Planning Act 1990. In the case of 'rural exceptions sites', it will always be a requirement that the affordable housing remains available as such not just for initial occupiers but for all subsequent occupiers too.

Policy HS8 - Affordable Housing

On residential development sites of three or more dwellings, or sites of 0.1 hectares or more, the Council will require the provision of a minimum of one third of the residential units as affordable housing on the site.

The requirements of this policy will also apply to proposals for conversion of buildings to residential use.

Any planning application which, on the grounds of viability, proposes a lower level of affordable housing provision than is required by this policy must be accompanied by evidence prepared by the applicant demonstrating that affordable housing at the level normally expected would impair the viability of the scheme and that the level proposed is the most that is achievable.

Comment [.IC69]: Change to Affordable Housing section.

► Rural Exceptions

- 4.56 PPG3 (2000) as revised in 2005 allows limited opportunities for small-scale rural exception sites for affordable housing. Under this Policy the Council, whilst it has not allocated such sites in this Plan, may exceptionally grant planning permission on land that would not normally be released for development. This can provide a valuable opportunity to meet genuine local needs. The sustainability of proposals

will be assessed with reference to the spatial strategy of the plan and our Settlement Services and Facilities Survey. Settlements with little or no basics services and facilities, and open countryside locations that are not related to a village, will not normally be favoured for new affordable housing provision, although each planning application will be considered on its merits. Particular regard will be had to Policy SG3. The size of the application site and the number of units proposed should be commensurate to the settlement to avoid over development. We envisage rural exception sites to provide no more than 10 dwellings. The need for such a site should be clearly demonstrated with reference to the Housing Needs Survey.

- 4.57 The Council will therefore give consideration to proposals on suitable small rural sites outside, but normally adjacent, to the defined settlement limits of villages, as an exception to normal policy. Such locations, adjoining villages are more likely to be within reach of facilities and public transport than if based in the wider countryside, and should not result in sporadic development. The Council may also consider granting proposals which are well related to the built up area of one of the other rural settlements if there are some services and facilities present in the village and where the housing is essential to meet local need. Some parishes have begun preparing parish plans and village appraisals. Such documents utilise local knowledge and can help to identify what need exists and where sites could be located. We will work closely with local parishes where the opportunity arises.
- 4.58 There is evidence of substantial need for affordable housing in the District, and in particular there is a real challenge in trying to clear a significant amount of the backlog of unmet need. Therefore the Council may also consider as an exception granting permission for small-scale proposals which are outside but adjacent the defined settlement limits of urban areas and well related to the town, which comprise solely affordable housing to meet demonstrated local needs.
- 4.59 High standards of design will be required in order to minimise the impact of exceptions schemes on the countryside and on the settlements themselves. As with any other housing scheme, we will need to consider carefully the sustainability of proposals, including impact on community infrastructure.

Policy HS9 - Rural Exceptions

On rural sites not identified for development in the Local Plan, affordable housing to meet local needs may be exceptionally permitted. Proposed 'exceptions site' development must:

- 1) Meet an identified local need and be of an acceptable size, and in particular the occupant of each dwelling should meet the definition of local housing need;**
 - 2) Be subject to an agreement which ensures that it remains as affordable housing for local people and for second and subsequent owners / occupiers; and**
 - 3) Be in scale and character with the settlement in which it is to be located.**
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The sustainability of proposals will be critically assessed with reference to our settlement services and facilities survey and spatial strategy.

► Design And Layout Of New Residential Development

- 4.60 PPG3 recognises that the design and layout of new residential development can help to achieve the Government's objectives of making more effective use of land and improving the quality and attractiveness of residential areas. New housing development should not be viewed in isolation but rather it should be informed by the surrounding townscape and wider landscape of the area. The historic pattern of streets and spaces, vernacular design, and the use of local materials all contribute to a sense of local distinctiveness which should inform the character and identity of new residential development.
- 4.61 New residential development should respect and enhance local character resulting in attractive environments with a clear sense of identity and place. The design and layout of schemes should take into account the need to design out crime and ensure community safety, to give priority to pedestrians and cyclists rather than motor vehicles, and to be energy efficient. Developers should think imaginatively about design and layout and be able to demonstrate that they have taken all of these issues into consideration.

Policy HS10 - Design and Layout of New Residential Development

The Local Planning Authority will pay special attention to the design and layout of new residential development to ensure the creation of residential environments with an identifiable sense of place and local identity. Open space and landscaping should form an integral part of the design of such development and new dwellings should normally reflect the vernacular form and architectural detailing of traditional buildings in the locality although high quality contemporary designs which respect and complement the character of the locality will be allowed. The criteria of Policy SG14 will apply to the assessment of such proposals and special attention will be paid to measures to reduce crime and disorder.

New residential development which fails to make a positive contribution to the character and appearance of the area in which it is located will not be permitted.

► Open Space In New Residential Developments

- 4.62 Open space of sufficient size, type, quality and distribution is an essential component of new residential development for the purposes of play and recreation and for the quality of the residential environment. The standards for provision do not include landscape buffer strips or roadside verges as contributing towards open space. Open space for play and amenity areas should form an integral part of the scheme. Such areas should be a product of express
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design and not the occasional and oddly shaped area of land not capable of residential development.

- 4.63 New open space should be planned as an integral part of the development and wherever possible should incorporate existing natural landscape features. The developer should take care to ensure that issues of security, residential amenity and privacy are fully addressed. Where the development is small scale, meaning fewer than 15 dwellings, a contribution to nearby recreational or open space facilities may be appropriate rather than providing a very small area of open space on site which may be of limited value for play and recreation and problematic to maintain.
- 4.64 Guidelines upon the provision of open space, its location and design and maintenance obligations have been published as supplementary planning guidance. We will update this study and prepare a revised Supplementary Planning Document, as set out in the LDS.
- 4.65 We will implement this policy through our formal planning procedures, the provision of up to date supplementary planning guidance and through pre-submission discussions with developers. Conditions will state that, where an equipped play area is to be provided, this shall be completed before the adjacent plots are offered for sale. Also potential residents should be made aware of proposed equipment provision, either through a notice on site, or through inclusion within sales and promotional details.

Policy HS11 - Open Space In New Residential Developments

Proposals for residential development shall make provision for open space in accordance with the Council's adopted standards of not less than 14% of gross site area.

Where developments are unable to provide open space requirements on site, or where the development is adjacent to or in close proximity to a sufficient sized area of existing open space the District Council will accept, in appropriate circumstances, financial contributions from developers for the provision of open space off site or enhancement of existing open space if required to meet the needs arising from the development.

Comment [.IC70]: Change to Open Space In New Residential Developments section.

Developers will be required to ensure that long term future maintenance of the open space provided by the development is secured by a maintenance agreement or adoption by the District Council.

► Agricultural, Forestry and Other Workers Dwellings

- 4.66 The only exception to policies which resist new housing development in the open countryside is where accommodation is required to enable a farm worker or other essential workers to live in the immediate vicinity of their workplace. This is in

- accordance with national policy, outlined in PPS7, which advises that applications for development of this type be scrutinised thoroughly. This policy applies to agricultural, forestry and other workers' dwellings in the open countryside, and including the other rural settlements. This policy is concerned with protecting the countryside from development, minimising the loss of agricultural land, avoiding the higher than average costs of infrastructure and service provision and helping in the consolidation of new development in the towns and villages, in accordance with the plan's strategies.
- 4.67 Applicants will be required to demonstrate that there is a genuine need for the accommodation proposed which is essential to the efficient functioning of the unit and that such a functional need could not be fulfilled by the adaptation or extension of another dwelling on the unit, through the conversion of a traditional building on the unit or any other accommodation in the area which is suitable and available.
- 4.68 As well as demonstrating a functional need, an applicant must demonstrate that an enterprise to which the functional need relates is profitable, has been established for at least three years and is likely to remain so. Permanent accommodation cannot be justified on agricultural grounds unless an enterprise is economically viable.
- 4.69 Once functional need and economic viability are established, proposals will be subsequently assessed in relation to their size, siting and design, to ensure that the needs of the enterprise are met without detriment to the landscape. The Council will consider the submitted details of the requirements of the enterprise to assess whether the size of the dwelling and its specification/construction costs are commensurate with the functional requirement of the enterprise and farm income. Should a proposal be approved, the Council will consider using a condition to remove permitted development rights to ensure that a dwelling is not subsequently extended to a size which exceeds its functional requirement. This will ensure not only that any development carried out at a later date does not have a materially harmful effect upon the rural character of the area but also that the dwelling is more likely to remain affordable on an agricultural income should the circumstances on the particular holding change.
- 4.70 Proposals should be sited so as to minimise the impact of the proposed dwelling on the landscape as well as being suitably located to meet the identified functional need. Proposals should be sited close to existing buildings. Curtilage and access requirements should also not detract from the landscape. Where it is essential for functional reasons that new dwellings are sited away from existing buildings or outside existing domestic or enclosed areas, the siting of a proposal must have regard to existing features such as trees and hedgerows. These should be utilised in a landscaping scheme to minimise the impact of a new dwelling in the landscape. In addition, the design of proposals should in terms of scale, use of materials and landscaping, ensure that the dwelling does not detract from the character of the area.
- 4.71 Where planning permission is granted, an occupancy condition will be imposed to ensure that the dwelling is kept available to meet agricultural need. The use of
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occupancy conditions ensures that the policy of protecting the open countryside from isolated residential development is not prejudiced and that these dwellings are maintained to serve local agricultural needs.

- 4.72 Proposals for a new house to accommodate a retired agricultural worker will not be acceptable and are not in accord with this policy.

Policy HS12 – Agricultural, Forestry and Other Workers Dwellings

Proposals for new permanent agricultural, forestry and other workers dwellings outside defined settlement limits will only be permitted where all of the following criteria are satisfied:-

- 1) it can be demonstrated that the accommodation needs cannot be met or located within defined settlement limits or through the re-use of a suitable traditional building or the extension of or adaptation of another dwelling on the unit. The history of the original holding will be investigated to establish whether any disposal of dwellings or buildings capable of conversion has taken place which would constitute evidence of a lack of functional need for a further dwelling;**
- 2) it can be demonstrated that the proposed accommodation is essential to the functioning of a financially sound enterprise which has been established for at least three years and that the dwelling is proposed to be located on and used in connection with that unit;**
- 3) the size and specification of the dwelling are commensurate with the functional requirements of the unit;**
- 4) the proposal would not cause harm to the character and appearance of the landscape and is sited close to existing buildings.**

► Temporary Agricultural Workers Accommodation

- 4.73 This policy is designed to complement the preceding policy relating to the provision of permanent new agricultural workers dwellings in the countryside which serve well established enterprises. New enterprises will be unable to satisfy the requirements of the previous policy and yet it is important that the accommodation requirements arising from a new enterprise are addressed or, indeed, the expansion of existing enterprises is addressed.
- 4.74 Applicants will be expected to demonstrate that there is a functional need for the accommodation together with evidence that there is a firm intention and ability to develop the enterprise. In addition the Council will only grant permission for proposals that are considered acceptable in terms of their landscape and environmental impact.
- 4.75 Where proposals are acceptable, permission will be granted for an initial period of no more than three years and the occupancy of the accommodation restricted
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by condition. Conditions will also be used to ensure that the accommodation is removed after the permission expires and the site restored, providing permission for a permanent dwelling on the site has not been granted.

Policy HS13 - Temporary Agricultural Workers Accommodation

Proposals for temporary agricultural workers dwellings will only be permitted where:

- 1) The proposal is to satisfy the needs of a new agricultural activity or expansion where clear evidence exists of a firm intention and ability to develop the business concerned, together with evidence of sound financial planning; and**
- 2) There is a functional need for the accommodation proposed; and**
- 3) The need could not be met by:**
 - (i) An existing dwelling on the holding; or**
 - (ii) The conversion of an existing suitable building on or adjoining the holding; or**
 - (iii) Any available dwelling elsewhere in the vicinity; and**
- 4) It is sited to minimise its impact on the landscape- preferably adjacent to existing buildings- and would not cause unacceptable harm to the character or appearance of the area.**

The temporary accommodation will need to be removed from the site when not in use unless it can be shown that there is no alternative reasonable and acceptable location for storage out of season.

Operators will be required to keep a register of all workers living in the accommodation.

► Accommodation For Transient Agricultural Workers

- 4.76 Seasonal agricultural workers, including those from overseas, have been employed on farms in the District for many years. However, the number of foreign workers has increased substantially over recent years. The Council recognises that the demand for transient agricultural workers is no longer seasonal and that year round provision is now required. In recent years agricultural and horticultural employers have found it increasingly difficult to recruit sufficient numbers of temporary workers, especially at periods of peak activity. Farmers consider that this constrains their ability to meet both domestic demand and some export markets, and that it opens up the UK to imports.
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- 4.77 Accommodation for transient workers will be provided in a number of ways. Some workers will be accommodated within the District's existing housing stock but the cumulative conversion of dwellings to houses in multiple occupation can reduce the availability of certain types of family housing and lead to wider amenity problems.
- 4.78 Where it can be demonstrated that there is an essential and proven need for accommodation for agricultural workers that cannot be met elsewhere in the locality then the conversion of existing buildings, the erection of well designed new buildings or the siting of temporary structures to provide hostel type accommodation on the holding may be acceptable. This type of accommodation should preferably be located within close proximity to an established public transport route to prevent the social isolation of the transient workers. Proposals for such accommodation will be carefully scrutinised to ensure that they provide accommodation only for those workers who are employed on a temporary basis such as those employed through the SAWS scheme. Accommodation of this type is likely to be both unsuitable for permanent occupation by reason of the limited amenity standard and unsustainable in its location away from the services and facilities which permanent residents should have reasonable access to.
- 4.79 In determining applications for hostel style accommodation at or close to the place of work the Council will require clear information relating to intended occupancy and tenure. Such accommodation should be relatively small in scale, normally housing no more than twenty workers to avoid wider amenity problems, reduce the demands on infrastructure, and ensure that the physical and visual impact of development is minimised. Planning conditions will be imposed restricting occupancy to a maximum of six months for an individual in any twelve month period and permission will normally be granted on a temporary basis to enable the Council to review overall trends in agricultural employment and associated accommodation needs. Particular care will be taken to ensure that adequate facilities including recreational and leisure space are provided to meet the welfare needs of residents. Conditions will be imposed relating to the management of the accommodation and the provision of regular transport to nearby settlements and facilities for residents.
- 4.80 Any new buildings should be designed to be in keeping with their setting and surroundings and sited and designed to minimise any harmful impact on the landscape or environment. All accommodation should satisfy environmental health and housing requirements relating to the provision of a satisfactory and safe living environment for occupiers.
- 4.81 Regard will be had to the cumulative effect of proposals on the character of the area and the amenities of other residents.
- 4.82 The Council wishes to assist in supporting a healthy rural economy within the context of national and local planning policies. New buildings and structures can reduce the open character of the countryside and have an adverse impact on the landscape and the amenity of local residents. Therefore this policy aims to limit the impact of this type of development on the local area.
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Policy HS14 - Accommodation for Transient Agricultural Workers

Accommodation for transient agricultural and/or horticultural workers will only be permitted outside defined settlement limits where the following criteria are satisfied:

- 1) it can be demonstrated that there is an essential and proven need for accommodation for agricultural workers employed on the holding that cannot be met elsewhere in the locality;**
- 2 the amount of accommodation is commensurate with the demonstrable needs and scale of the holding;**
- 3) the accommodation is provided to meet the temporary and not permanent accommodation needs of workers employed on the holding;**
- 4) measures are included to protect the character of the local area including the retention of existing trees and hedges, new landscaping and improvement of boundary treatments;**
- 5) a satisfactory standard of accommodation and adequate communal leisure and recreational facilities are provided on site to meet the amenity needs of occupiers;**
- 6) regular transport is provided for workers to nearby settlements and services;**
- 7) in the case of proposals for new buildings or temporary structures including static caravans, the need could not be met by utilising an existing dwelling on the holding or the conversion of an existing, suitable building on or adjoining the holding; and**
- 8) accommodation is sited adjacent to existing buildings to minimise its visual impact in the wider landscape and does not harm the character or appearance of the area.**

Planning permission will always only be granted on a temporary basis to enable the Local Planning Authority to review overall trends in agricultural employment and associated accommodation needs.

► Agricultural Occupancy Clauses

- 4.83 Changes in farming practices have resulted in some agricultural dwellings no longer being required for that purpose. Although it is not appropriate for them to remain permanently vacant, applications for the removal of the condition will need to be carefully assessed in order to establish whether there is a continuing need for an agricultural dwelling on the holding or in the locality. Such assessment should be submitted with the application and particular attention will be paid to the attempts which have been made to dispose of the property for agricultural use. The dwelling should have been advertised for a reasonable period, normally a minimum of six months, at a price which reflects the
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occupancy condition and genuine attempts made to sell the property to persons who could satisfy the occupancy condition.

Policy HS15 - Agricultural Occupancy Clauses

Where planning permission has been granted subject to an agricultural occupancy condition, restricting occupation to certain persons, removal of the condition will only be permitted if it can be demonstrated that there is no longer a need for the dwelling on the holding/business or in the locality.

► Conversion Of Redundant Rural Buildings To Residential Use

- 4.84 Sometimes farm buildings in the open countryside are no longer required for their original use and owners may wish to seek new uses for them. We are concerned that such structures, representing as they do a valuable resource, should not remain vacant or under-used or become derelict, detracting from the visual character of the countryside. In order to diversify the rural economy, preference will generally be given to the adaptation of vacant rural buildings to employment uses. This is because it is considered that residential use would have only a minimal economic impact on the rural economy. Applications for conversion to residential use (barn conversions), therefore, will be examined with particular care.
- 4.85 We consider the creation of small scale local employment opportunities to be a priority in the rural areas of the District and for that reason we propose not to allow residential re-use of rural buildings unless we are satisfied that the building is unsuitable for employment use, or that there is no demand for such in the locality, or that the residential use would be ancillary to a scheme for business re-use. Where it would be ancillary to a business scheme, we will consider requiring that the works necessary for the business enterprise be completed before residential occupancy begins. We are mindful of the fact that residential conversions can often be detrimental to the fabric and character of historic buildings, but other policies in this Plan afford special protection to listed buildings and apply to proposals for their alteration or adaptation to new uses. A successful conversion to residential which meets the criteria of the policy could be encouraged as a means of retaining buildings of architectural or historic merit. Regard will also be had to the cumulative effect of residential conversions on the rural character of the countryside.
- 4.86 Proposals which involve rebuilding, rather than conversion or adaptation, will be regarded as new dwellings in the open countryside and will not be permitted.

Policy HS16 - Conversion of Redundant Rural Buildings to Residential Use

Proposals for the re-use or adaptation of existing buildings outside defined settlement limits to residential use will only be permitted where all of the following criteria are satisfied:-

- 1) the Council is satisfied that the building is unsuitable for employment use or that there is no demand for suitable employment use in the locality;
- 2) the building is of permanent and substantial construction and is capable of conversion without significant rebuilding;
- 3) the building is of architectural or historic merit, makes a positive contribution to the character and appearance of the landscape and conversion can be achieved without adversely affecting that merit;
- 4) the design of the scheme, materials of construction and detailing are sympathetic to the character and appearance of the building;
- 5) the building is capable of conversion to provide a reasonable standard of residential amenity without the need for significant extension or alteration.

Permitted development rights for the future extension and alteration of buildings converted to residential use and for the erection of curtilage structures will be withdrawn. Special regard will also be had to the landscaping and boundary treatment of such development.

► Replacement Dwellings In The Countryside

- 4.87 We will permit the replacement of dwellings in the countryside providing the dwelling to be replaced has not by its condition or subsequent use abandoned its residential use, and provided that the existing dwelling is not of architectural or historic merit. Where a dwelling has been demolished or has collapsed, or where because of its state of dereliction any new building work would in effect be creating a new dwelling, its replacement will not be permitted. Temporary or mobile structures such as caravans are not acceptable for replacement with new permanent dwellings.
 - 4.88 Replacement dwellings will be required to be of a similar scale to the original dwelling and of a design appropriate to its rural setting. The floor area of the replacement dwelling should not exceed the floor area of the existing property by more than 20% and it should be designed in a vernacular style sympathetic to traditional development in the area. Suburban styles of design including bungalows are unlikely to be acceptable.
 - 4.89 The replacement dwelling should be located on the site of the dwelling which it replaces unless it can be demonstrated that a more appropriate alternative site exists. A replacement dwelling may not be permitted, for example, where access is unsatisfactory and cannot be improved or where there is an unacceptable risk of flooding.
 - 4.90 It is important to protect the rural landscape from the intrusion of large dwellings which could detract from the rural character of the area. The policy aims to ensure that the replacement dwelling is complementary to its surroundings in all matters of design, siting and amenity.
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4.91 Permitted development rights will be removed so that control can be administered over the size and design of any future alterations or extensions to the dwelling or curtilage buildings to ensure that any development carried out at a later date does not have a materially harmful effect upon the rural character of the area.

Policy HS17 - Replacement Dwellings in the Countryside

The erection of replacement dwellings in the countryside will only be permitted where all of the following criteria are satisfied:-

- 1) the original building has not been abandoned or allowed to fall into such a state of disrepair that it would not be capable of habitation without significant structural repair, and retains the appearance of a dwelling;**
- 2) the original building is not a temporary or mobile structure;**
- 3) the original building has a lawful dwelling house use;**
- 4) the original building is not of architectural or historic merit and is capable of repair, where restoration would be preferred to replacement;**
- 5) the replacement dwelling is of a similar scale and size to the original building and does not exceed the floor area of the original dwelling by more than 20%. The floor area of any existing ancillary structures will not be included in this calculation;**
- 6) the replacement dwelling is positioned on a similar footprint to the original building unless it can be demonstrated that repositioning would benefit the character and appearance of the site and locality;**
- 7) the design of the replacement dwelling reflects the design of traditional, vernacular buildings in the area in terms of scale, character, materials of construction and architectural detailing.**

Permitted development rights for the future extension and alteration of replacement dwellings and for the erection of curtilage structures will be withdrawn. Special regard will also be had to the landscaping and boundary treatment of replacement dwellings.

► Change Of Use Of Property To Housing In Multiple Occupation (HMO) Use

4.92 Houses in Multiple Occupation (HMOs) are an important element of the local housing market which can provide an acceptable standard of accommodation at an affordable price. In assessing the merits of individual HMOs there will be a need to balance their housing contribution against their impact on the surrounding area and residential amenities.

- 4.93 An HMO can be defined as a property occupied by persons who do not form a single household but who share certain facilities, such as kitchens and bathrooms. HMOs are an intensive use and may result in planning problems, such as harm to the amenity of existing residents from noise and general disturbance, excessive demand for on-street parking and harm to visual amenity caused by loss of front gardens to create hard standings and refuse stores. The size and location of the property will be considered in determining its suitability for HMO use. Proposals to convert dwellings to HMOs in traditional, high-density streets of terraced and semi-detached properties will not normally be permitted. Such streets often experience acute problems of on-street parking which would be worsened by increasing the density of occupation. These properties also provide valuable family accommodation in lower price ranges, particularly for first time buyers. The property should be of sufficient size and the proposal should meet environmental health guidelines relating to the provision of a satisfactory and safe living environment for occupiers.
- 4.94 Regard will also be had to the cumulative effect of HMOs on the character of the area and the amenities of other residents. The Council may require that a residential manager is provided in larger HMOs.

Policy HS18 - Change Of Use Of Property To Housing In Multiple Occupation (HMO) Use

Proposals for the conversion of properties to HMOs will only be permitted where all of the following criteria are satisfied:

- 1) they would not result in the loss of family housing in high density residential streets of predominately terraced and / or semi-detached property built pre 1919;**
- 2) there would be no material harm to the amenity of existing, nearby residents by virtue of general disturbance, noise or overlooking;**
- 3) there would be no significant adverse impact upon the character or appearance of the area;**
- 4) adequate provision is made for the storage and disposal of refuse;**
- 5) there would be no material increase in demand for on-street car parking that would exacerbate existing car parking problems;**
- 6) the property is of an adequate size for the proposed use and the layout, room sizes, range of facilities and external amenity space would ensure an adequate standard of residential amenity for future occupiers.**

► **Sites For Gypsies And Travellers**

- 4.95 Government advice on gypsy and traveller site provision is set out in Circular 1/94 which encourages Local Planning Authorities to identify suitable sites for gypsies and travellers and to provide advice and practical help. The Circular
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goes on to state that Local Planning Authorities should “make a quantitative assessment of accommodation required for gypsies in their Districts and that wherever possible they should identify locations suitable for gypsy sites”. The location of gypsy sites is a difficult and contentious issue. Whilst sites in urban areas could give occupiers easy access to a wide range of local facilities and services, such sites may often be more appropriate for general forms of housing where land use efficiency can be maximised. However in the open countryside the Plan aims to prevent development unless associated with an agricultural use or is necessary for operational reasons in that location.

- 4.96 In both urban and rural areas it will be important to consider the effects of a proposed gypsy / traveller site on the amenities and character of the area as well as the effect on local residents. Sites need to be capable of accommodating the proposed pitches, and the containment and landscaping of sites is also essential. Demand for sites will normally be higher in rural areas and it is therefore important that there is a genuine, demonstrable need for such sites and that the development does not jeopardise the protection of the countryside.
- 4.97 The Adopted (1998) and First Deposit (2001) Local Plans did not contain a policy relating to the provision of sites for gypsies and travellers. The Council has recently been faced with a number of retrospective planning applications for such accommodation. In order to assess future needs of gypsies and travellers the Council has established a Forum to bring travellers, the local community and other stakeholders together. The use of a Forum, and through pro-active engagement with these groups, will help to alleviate any potential conflicts and provide wider understanding of the needs of all affected parties. The Council is also undertaking a needs assessment which it is hoped will provide a sound base on which to determine and demonstrate how much accommodation is required and the nature of that accommodation. This work is now well advanced with interviews with Gypsies and Travellers undertaken during summer 2005. If need is proven, we will seek to allocate suitable sites through the Local Plan/LDF process. We will have regard to the emerging Government advice which was published as a Draft Circular “Planning for Gypsy and Traveller Sites” for consultation in December 2004.
- 4.98 The Council encourages gypsy and traveller groups (or any individual or other body seeking to address gypsy / traveller needs) to consult the authority at the earliest opportunity before acquiring land on which they wish to develop, and on which planning permission would be required. The needs of gypsy and traveller groups will be taken into account when determining any resultant planning applications and weighted against the other policies of the Plan. Applications for permanent residential gypsy sites will be determined in accordance with the criteria in Policy HS19. Applications for transit sites or temporary stopping places will also be determined in accordance with these criteria but it may be possible for the criteria to be relaxed in such cases to reflect the particular proposals and the non-permanent nature of the accommodation offered.

Policy HS19 – Sites for Gypsies and Travellers

Gypsy/Traveller sites will only be permitted where the following criteria are met:

- 1) Applicants will have to demonstrate a reasonable need to live in the District.**
- 2) The site is within reasonable distance of a school, shop and other local services.**
- 3) The site would not have a significant adverse effect on the amenities of existing local residents or adjoining land uses.**
- 4) The site is already, or is capable of being, successfully assimilated into both its immediate environs and the wider landscape.**
- 5) The use of the site would not prejudice highway safety or give rise to problems of parking and highway access.**
- 6) The site would not adversely affect the setting of any buildings of historic or architectural interest, or harm any sites of archaeological importance, or sites of wildlife or nature conservation value.**
- 7) The site would have adequate connections to services including drinking water supply, electricity and waste water treatment.**
- 8) The site would provide a reasonable living environment for occupiers.**
- 9) Sites should not normally provide for more than ten pitches.**
- 10) The site would not be at high risk of flooding or rapid inundation and proposals must be accompanied by a flood risk assessment.**

Where planning permission is granted careful consideration will be given to the landscaping and boundary treatment of the site, to the treatment of hard surfaced areas and to lighting proposals. The development of any ancillary structures or buildings including stables will be strictly controlled.

Chapter 5 - ECONOMY

- 5.1 This chapter contains policies for employment development and also policies for shopping and town centres. Both are of key importance to the future economic prosperity of the District.

Employment

- 5.2 In seeking to maintain and enhance the economic prosperity of the District, it is necessary to ensure that there is both sufficient and readily available land to meet economic development needs. Employment generating development should take place in locations which accord with sustainable development objectives such as reducing the need to travel, and on sites which can be readily developed. The Plan aims to ensure that brownfield land is developed before greenfield where possible. Whilst the strategy of the local plan in terms of economic development is promotional this is not at the expense of the district's environment or heritage. Indeed, maintaining, enhancing and extending the quality of 'the environment' is seen as a vital factor in promoting the district as a place in which to invest. In all circumstances, therefore, the protection of the environment in terms of environmental impact and the level of traffic movement is seen as a priority concern.
- 5.3 Government guidance emphasises the need for continued economic development, and encourages Local Planning Authorities to identify preferred areas and sites for employment that offer realistic, safe and easy access by a range of transport modes. In some cases this may mean protecting existing industrial sites that are in accessible locations, in order to retain sufficient employment land in a given area. In rural areas, such as South Holland, such development should be focussed in or near to local service centres, such as market towns and key villages, in order to support the rural economy and reduce the need for commuting to jobs. The policies in this section of the Plan seek to enhance economic prosperity and opportunity within the District in a way which does not undermine the quality of the District's environment.
- 5.4 Traditional agricultural (including horticultural) activity and related businesses have long been a significant element of the local economy. However, anomalies such as low average wage levels, high house prices and pockets of deprivation reveal an identified need for economic support. Problems exist in remote rural areas due to dependence on agriculture, seasonal employment and difficulties of access to training and employment opportunities. Agriculture itself is an industry which has faced significant structural changes and which has declined and continued to decline as a major employer with significant impacts upon the rural economy. The various problems faced by the agricultural sector may well continue to affect the rural economy and continued management of the countryside.
- 5.5 The Council believes that the best way to ensure future economic well-being and to guard against unemployment is to strengthen the food sector and to promote a
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- more competitive and broadly based economy and encourage business start-ups. This will help in improving the economic output of the District. By this means it should be possible to reduce the number and length of motorised trips to work outside the district, to retain generated wealth in the area and to encourage young people to stay in the locality.
- 5.6 The review of the Local Plan provided a key opportunity to support the local economy, by the identification of a variety of sites and locations suitable for the growth of local businesses and inward investment, and by ensuring that policies are sufficiently flexible to adapt to the likely changes in the economy. Within this objective and in terms of the plan's strategy a broad approach is adopted ranging from the identification of major employment areas in, or close to, the towns down to the encouragement of appropriate small scale enterprises within, or adjacent to, communities and the conversion of suitable buildings in the countryside. This ensures that the existing towns continue to be the main focus of the economic life of the community and also helps to support the rural economy. As part of the Council's continued commitment to encouraging business start ups the future LDF documents will link closely with the emerging Economic Development Strategy for the District and the Regional Economic Strategy.
- 5.7 However, the provision of these additional employment opportunities can only be sustainable if the opportunities relate satisfactorily to housing and the availability and skills of the labour force. An appropriate balance must be struck. The Rural Action Zone is a national pilot scheme aiming to tackle the problems of social exclusion, reducing inequality and promoting rural regeneration in the District. The Rural Action Zone strategy provides a number of cross cutting initiatives aimed at strengthening the food sector, diversifying the local economy, tackling the skills deficit of the workforce, raising the expectations of individuals and communities in terms of childcare, healthcare, social integration and improving and protecting the natural and built environment. The land use policies of this Local Plan adds weight to these initiatives.
- 5.8 The development of offices in town centres also ensures that beneficial use is made of past investment and the range of services available in them. The concentration of offices here means that employment opportunities are accessible to the greatest number of people and maximum potential use is made of modes of transport other than the motor car.
- 5.9 For the purposes of the Plan, 'employment development' will refer to development within classes B1, B2 and B8, as defined by the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country (Use Classes) Order 1994. Employment development which does not fall within these categories may nevertheless be appropriate, depending on the circumstances of the case.
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► Major Employment Areas- Sites Allocated For Employment Use

- 5.10 In line with the spatial strategy of the Plan, new employment allocations have been focussed in, or close to, the towns in the District. The Local Plan identifies those areas within which land is allocated for employment to meet the development needs within the District in accordance with the aims of the Lincolnshire Structure Plan. The previous Structure Plan contained figures for the amount of employment land to be allocated during the plan period. The Adopted and First Deposit Local Plans followed this guidance. Following on from the Quality of Employment Land Study (QUELS) which indicated a general oversupply of employment land the Lincolnshire Draft Structure Plan simply provides criteria to judge existing allocations against in terms of site quality, quantity and sustainability. We have followed this procedure regarding our existing and new employment allocations. The availability and take up of land and premises for industry, warehousing and business uses will be monitored during the plan period to ensure that there is an adequate supply of employment land available. This data will be produced in the AMR.
- 5.11 The District's food, agriculture and distribution sector, centred on Spalding, is of major importance both regionally and nationally. Investment has been increasing and there is a strong cluster with both vertical and horizontal integration. Suitably located serviced sites are necessary to accommodate further development of the food sector and to accommodate other enterprises.
- 5.12 The South Holland Enterprise Park, Wardentree Lane area of Pinchbeck and land off West Marsh Road, Spalding and the Wingland Enterprise Park at Sutton Bridge will be able to accommodate the majority of demand for the whole of the plan period. These extensive areas will continue to provide a significant pool of land for employment development in the longer term. They have been designated major employment areas along with less significant, although still important, designations at Crowland, Holbeach, Little / Long Sutton and Donington. The site at Little Sutton has been enlarged to enable it to cater for a greater range of development needs and so better serve Long Sutton. In order to cater for much more development it needs to be accessed directly from the A17, although this access will also be actively pursued for the existing development. Given the extent of the site and its location close to existing local employers and local services, there may be opportunity to consider appropriate provision for workers' accommodation to be included within the site. Much of the land at Crowland benefits from extant planning permission for employment development, but there has been no progress on that site. Its allocation and permission will therefore be kept under review in the light of take-up of employment land. (It should be noted that this policy does not provide for residential or retail use of the site as an alternative.) The sites at Donington and Holbeach are new sites and were first proposed in the First Deposit Draft Local Plan. Development of the site at Holbeach is linked to housing and community infrastructure provision under policy HS3. A further site at Barrier Bank, Spalding has also been allocated, for a high quality business park. It will comprise predominantly employment uses and will also provide opportunity for development of a high quality hotel with complementary conference and leisure (health and fitness suite) to cater
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especially for business needs and improve the range of facilities available in the District. This business park will help to provide an alternative type of business environment and diversify the range of employment uses in the District. It is at an important 'gateway entrance' to Spalding at the junction of the A16 and A1073. It is also adjacent to a flood washland and as such it will be particularly important to consider flood risk issues in this instance.

Comment [.IC71]: Change to Major Employment Areas- Sites Allocated For Employment Use section.

5.13 Wingland Enterprise Park provides a long term strategic location for employment development in the east of the District. However the site has been slow to develop because of a number of constraints that currently exist. There is not yet a large supply of electricity to the site, water and sewerage supplies have not been formally resolved and there have been uncertainties about highway capacity and flood risk. A significant amount of development can be served by the existing junction with the A17. Flood risk will need to be considered in more detail at planning application stage, both in terms of the probability and the consequences of flooding, whether the proposed use is appropriate and what mitigation measures may be necessary. The Council is though continuing to be proactive in exploring these issues and facilitating delivery of the necessary infrastructure. Further discussions about the future development potential of the site have led to part of the allocation being placed under review. (It should be noted that this policy does not provide for residential or retail use of the site as an alternative.) This large site is expected to provide sufficient supply of land for at least the plan period and, as such, we intend to phase this site to ensure a continuous supply of employment land throughout the plan period. In reviewing part of the allocation (as shown on the proposals map) we will have regard to all of the following:

- the availability of land;
- constraints on development and any measures which would be deliverable as part of development to overcome such constraint (for example, where traffic generated would exceed the capacity of existing highways but where the development would provide the necessary highways capacity improvement);
- the preference to make the best use of existing investment in infrastructure;
- the likelihood of land being brought forward for employment development.

The phased release of land within the review area, in terms of size, location and sequence (and any future review of the allocation in principle) will be guided by the outcomes of that review. Currently employment development on this site is expected to be confined to Classes B1, B2 and B8 use but exceptionally other employment which does not fall within these categories may nevertheless be appropriate. The site is extensive and in a strategic location and as such could well accommodate other employment-generating development without prejudicing the supply of B1, B2 and B8 development land, subject to reviewing phasing within the site. Any such proposals would in particular be considered in terms of their sustainability, employment generation, contribution to the local economy, impact on the environment and impact on vitality and viability of nearby centres.

5.14 These major employment areas have been selected principally in relation to the existing strategic transport network, their accessibility by public transport and

other modes, their closeness to existing investment in utilities infrastructure, to major sources of employment and to their impact on the environment and amenity of the surrounding area. Wingland is additionally located close to Port Sutton Bridge. A location adjacent to Port Sutton Bridge itself has also been identified to assist in the development of the port, that is for warehousing used for goods and materials coming in and out of the port and for no other purpose, but here particular care is required because of potential conflicts with adjoining land uses, concerns over vehicular access and environmental impact.

- 5.15 It is the intention of this policy that these major employment locations should be able to accommodate proposals for general industrial development although attention needs to be given to the environmental effects upon existing and future businesses and to the planned development of the area as a whole as well as the effects upon the amenity of any nearby residential properties. Individual proposals may require submission of an Environmental Impact Assessment, as referred to in the text supporting Policy SG6.
- 5.16 To promote an attractive and efficient business environment the District Council will, where appropriate, encourage landscaping schemes, including boundary treatments and will expect a high quality of design on new employment sites. The Council may prepare development briefs for these sites.

Policy EC1 - Major Employment Areas- Sites Allocated for Employment Use

Within the major employment areas listed below and shown on the proposals map planning permission will be granted for employment uses:

- 1) Spalding - land off Wardentree Lane and Spalding Road (Pinchbeck) and off West Marsh Road**
- 2) Sutton Bridge (Wingland) - land in the vicinity of the power station (in part to be kept under review)**
- 3) Long Sutton/ Little Sutton - land south of Bridge Road and north of the A17**
- 4) Holbeach - land on the west side of Holbeach adjacent to the A151**
- 5) Crowland - land at Crease Drove and Harvester Way (to be kept under review)**
- 6) Donington- land adjacent to the railway north of the A52 roundabout**

provided that access and highway considerations are satisfactory and that the amenity of any nearby properties can be adequately protected.

The site at Barrier Bank, Spalding, adjacent to the junction of the A16 bypass and A1073 is allocated for development of a high quality business park. Development must comprise predominantly employment uses and may also include a high quality hotel with complementary conference and leisure. Proposals must have regard to the site's importance as a 'gateway entrance' to Spalding, to flood risk, access and highway considerations.

Within the area adjacent to the sea port at Sutton Bridge planning permission will be granted for port related uses to assist in the development of the port provided that access and highway consideration are satisfactory, that amenity of any nearby residential properties can be adequately protected and that any impact on environmental assets of acknowledged importance is acceptable.

► New Employment Development In Built Up Areas But Outside The Major Employment Areas

- 5.17 Many small scale employment activities may be compatible with an urban, suburban or village location. Proposals for small scale employment development within existing settlements can help to sustain the economy and provide employment opportunities that are easily accessible to local residents. Business (B1) uses, including office or light industrial uses, can take place in or near residential areas without harm to the environment or residential amenity. Some of the larger villages are already important service and employment centres and new employment generating initiatives particularly those associated with the agricultural sector can help ensure economically and socially balanced rural communities and to provide the potential to reduce travel-to-work movements by car. Within, or close to, urban residential areas well located industrial activities of an appropriate scale can also provide employment opportunities for local people accessible by foot or bicycle, reducing the need for travel-to-work by car. Within villages, new employment will be supported where it is of a scale appropriate to serving local needs and enhancing the self-containment of the settlement.
- 5.18 The intention of the policy is to encourage a range of employment generating activities compatible with their setting and without detracting from the main thrust of the strategy of concentrating most new development in the major employment areas.
- 5.19 Whilst businesses in and around the towns are the major sources of a range of employment opportunities, it is important that economic activity is encouraged in the wider rural area. This can help to diversify and enhance the area's economy and provide for those wishing to work locally. A strong rural economy can also ensure that the rural landscape of the District is maintained and managed so that it retains its diverse character and quality which is itself a prime asset to the economy of the District. However, new large scale industrial uses will not be appropriate in the open countryside.

Policy EC2 - New Employment Development In Built Up Areas But Outside The Major Employment Areas

Within or immediately adjacent to defined settlement limits proposals for employment development will be permitted only if the scale and impact of development in relation to the service base, size, character and location of the settlement and in relation to its surroundings, to access and traffic movement, to neighbouring uses and to general amenity are acceptable.

► Existing Employment Areas/Premises

- 5.20 Within the District there are existing established employment areas and premises of varying sizes which represent an important investment and resource. New development in these areas including the extension of existing premises, the redevelopment of existing premises and the change of use of buildings will be supported in order to enable full use to be made of existing public investment in roads and services, and of private investment, provided that the proposal does not lead to unacceptable development in terms of environmental impact, the level of traffic movement and intrusion into the open countryside. Where appropriate, contributions will be required towards any new infrastructure works necessitated by the development.
- 5.21 Employment uses within the District's towns, villages and countryside contribute towards the mix of uses within settlements, provide valuable opportunities for jobs close to where people live, and benefit the local economy. The loss of land currently in employment use can increase commuting and / or unemployment and reduce opportunities for certain types of employment. It is considered important therefore to retain existing employment land and buildings and to prevent the development of existing or allocated employment sites for other uses.
- 5.22 Proposals for the loss of any employment site will be considered, in the first instance, in terms of the quantitative and qualitative effect the proposed loss would have on this supply and proposals which would have a detrimental effect individually or cumulatively will be refused. An exception to this policy for retention would be where employment uses are causing significant problems to the local environment. Where a polluting or otherwise non compatible use is in a sensitive area such as adjacent to housing or schools, then changes to a more environmentally acceptable use may be permitted. In such cases, the District Council will encourage redevelopment for a less harmful employment use (such as B1 business use) as the first preference, followed by other uses that generate employment, including tourism uses or retail development (subject to relevant policies of the Plan), and seek to ensure that the development would facilitate the relocation of the existing business to a more suitable site. The District Council will require applicants to demonstrate that real effort (through appropriate advertising at values that reflect the local market conditions) has been undertaken to achieve alternative employment uses on that site.
- 5.23 To ensure that the District can accommodate and retain a range of employment uses, this Plan will protect employment sites to ensure that a balanced range in terms of size and location is retained. The Council is particularly concerned about pressure to redevelop small scale local employment sites within the urban areas and villages which add to the important mixture of uses necessary for communities in the District.

Policy EC3 - Existing Employment Areas/Premises

Proposals for new development, redevelopment and changes of use for employment uses within existing employment curtilages and / or proposals for the

expansion of existing employment undertakings will be permitted provided they are acceptable in terms of environmental impact, the level of traffic movement and intrusion into the open countryside.

Exceptionally, the redevelopment and/or change of use to non employment uses will be permitted where the existing use is unsatisfactory or where the benefit of the proposed use outweighs the need to retain the existing use.

► Farm Diversification Including Re-Use Of Redundant Rural Buildings

- 5.24 Farm diversification enterprises provide a significant source of new and varied employment opportunities and are an important way of supporting farm incomes. They help to maintain the vitality of farms and to sustain the rural economy. In line with the Council's desire to promote and protect the rural economy we will support farm diversification proposals that help to sustain farming or contribute to the local economy whilst at the same time not having an adverse impact on the environment, landscape character and social and economic vitality of rural areas. PPS7 recognises that "diversifying into non-agricultural activities is vital to the continuing viability of many farm enterprises". Proposals should not however "result in excessive expansion and encroachment of building development into the countryside".
- 5.25 The inter-relationship between the type and level of activity together with its location, requires careful consideration if the character of the landscape is to be conserved or enhanced. Proposals will be assessed in terms of the ability or capacity of the locality or wider landscape to accommodate the development proposed without an unacceptable adverse impact on its character or appearance. In this respect the visual impact of a proposal and the effect of any increased activity levels will all be considered both individually and in terms of any cumulative effect.
- 5.26 Farm diversification projects not only assist the viability of the farm, but may also in some cases create additional employment and contribute to the development of tourism. However, projects which create large numbers of jobs and/or attract large numbers of visitors will need careful assessment in relation to their environmental and transportation impacts.
- 5.27 The nature and scale of any farm diversification scheme should be appropriate to its landscape and countryside setting. PPS7 encourages the re-use of existing buildings and the potential visual impacts of a proposal will be reduced if it can be accommodated through the conversion of an existing farm building. However some enterprises may require new build accommodation. Applicants must therefore fully demonstrate why it is not possible to accommodate a proposal through the re-use of an existing building. In these cases the Council will impose conditions to ensure that activities within new buildings are operated and remain as part of the agricultural holding. New buildings will need to satisfy development objectives of the Plan and be of a design and scale appropriate to their rural surroundings.
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- 5.28 Where proposals are likely to generate additional levels of traffic, it will be beneficial for sites to be accessible by a range of transport modes, such as public transport, cycling and walking. This will broaden the travel choice for potential users and may reduce the overall number of vehicle trips, as well as enabling access for non-car users.
- 5.29 Examples of projects which are acceptable in principle for farm diversification projects include small scale holiday accommodation (e.g. barn conversions, caravan sites) capitalising on the rural environment, businesses involving the keeping of animals, and farm shops. Tourism related development is an important aspect of many farm diversification proposals. Provision of overnight accommodation for tourists can provide a valuable source of additional income.
- 5.30 Some agricultural businesses (e.g. farm machinery repair, packing / processing local agricultural produce) may have a claim as farm diversification projects but also may, in planning terms, be more appropriately located on industrial sites- typically those that are not small in scale. Significant expansion proposals by businesses which started as farm diversification projects will need to be examined critically to avoid conflict with the overall strategy and sustainability considerations. Planning permissions for farm diversification projects may need to limit the range of acceptable uses if some other possible developments within the use class of the project would be unacceptable. e.g. if the project is within Use Class B2 (General Industry).
- 5.31 When considering planning applications for farm diversification schemes the Council will need to be satisfied that the proposal is part of a genuine attempt to support an existing farming enterprise- not to replace that business. Applications should be accompanied by sufficient supporting information to enable the Council to assess the benefits of the proposal to the agricultural unit over a long-term period. Genuine farm diversification projects will provide a regular supplement to the income of the farm, rather than a one-off receipt.

Policy EC4 - Farm Diversification Including Re-use of Redundant Rural Buildings

Proposals for farm diversification projects will be permitted provided that all of the following criteria are met:

- 1) The proposed activity is compatible with agricultural operations on the farm and would not prejudice the efficient functioning of surrounding land uses.
- 2) The economic activity proposed relates to a specific use or range of uses rather than to a use class.
- 3) Existing or redundant rural buildings are utilised wherever it is practicable to do so.

4) Where a proposal involves utilising existing buildings which are of architectural or historic merit the design, materials and detailing of any alterations or additions must be sympathetic to the character and appearance of the building.

Comment [.IC72]: Change to Farm Diversification Including Re-use of Redundant Rural Buildings section.

- 5) It does not result in excessive expansion and encroachment of building development into the open countryside.
- 6) It does not result in an unacceptable traffic impact on roads servicing the site.
- 7) The development would not result in an adverse impact on neighbouring residential properties or the local landscape and environment.

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Shopping And Town Centres

5.32 This section sets out policies aimed at supporting South Holland's market towns as focal points for retailing and other services and facilities. There are also policies relating to retailing in other locations, and for particular types of retailing; these policies do not detract from the priority given to the main shopping centres.

5.33 National planning policy for retailing in Planning Policy Statement 6- Planning for Town Centres sets the context for the Council's policies. The Council commissioned a consultant's report to study retailing in the district and to recommend a policy approach, together with an update report since the First Deposit Draft. The update report is available as a background paper to the local plan. The consultants found no need for the Local Plan to identify specific sites for convenience shopping, although there will be need to do so when we prepare the Local Development Framework. In respect of comparison shopping, some need has been identified but the Council proposes to rely on existing identified or vacant sites until we prepare the LDF.

Comment [IC73]: Changes to Shopping And Town Centres intro section.



Deleted: Guidance Note 6 (June 1996) and emerging PPS6

5.34 Town centres play an important economic and social role for the people of the District, whether they live in towns or in the surrounding rural areas. Town centres are, however, subject to many pressures and changes, resulting from the commercial changes in retailing, changes in accessibility and transport, and changes in personal lifestyles. The Council is keen to promote South Holland's town centres through town centre management and initiatives such as the Rural Action Zone and Market Towns Initiative.

5.35 The most significant recent retail development in the District is the Springfields Retail Outlet which is on the outskirts of Spalding. This proposal was supported in acknowledgement of circumstances which resulted in the rejuvenation of the original horticultural gardens to provide new Festival Gardens, visitor attractions and Tourist Information together with retail facilities.

Deleted: This proposal gained permission however, in acknowledgement of exceptional circumstances, resulting in the rejuvenation of the original horticultural gardens to provide new Festival Gardens, visitor attractions and Tourist Information alongside the retail.

5.36 Retailing is one important role for town centres. They also contain professional and administrative services and leisure, recreation and tourism facilities such as licensed premises, amusement arcades and hot food takeaways. Together all these create sustainable locations of activity. The following policies are designed to enable town centres to develop for a mixture of uses.

5.37 Hotel accommodation is an important service to tourism and local businesses. The policies allow for hotel development in town centres to contribute to the mix of uses. Town centres are seen as first priority for hotel development.

- 5.38 Although non-residential development is essential to support the role of town centres, this does not rule out the development of sites for new residential development (e.g. flats over shops), subject to individual proposals being acceptable in the context of the strategy for housing development, and not impeding the development of town centre businesses.
- 5.39 A hierarchy of centres in South Holland has been devised, based on the consultant's study and the definitions contained [previously](#) in PPG6.
- 5.40 Spalding and Holbeach are both of sufficient size and contain a broad enough range of facilities and services to be defined as Retail Town Centres. For Spalding, the plan makes specific mention of the Northern Expansion Area and of the land to the rear of the White Hart Hotel.
- 5.41 In Holbeach, the land and premises adjacent to the town centre boundary between the rear of premises in High Street (eastwards from the Chequers Hotel) and Park Road (opposite to the car-park entrance), is of particular significance. Any development in this area should contribute to the aim of strengthening links between the recent Tesco store and nearby car parks and the main shopping streets of Holbeach. Retail development which may form part of any proposals for this area will need to satisfy the policies in this plan. The site will be given considerable weight in 'sequential test' terms because of its location.
- 5.42 Long Sutton is classed as a retail district centre since it contains a single supermarket, a limited range of non-food shops and a high proportion of retail units occupied by the service sector. We intend to encourage appropriate retail development in Long Sutton in order to strengthen its role as a retail district centre.
- 5.43 Sutton Bridge, Crowland and Donington are classed as retail local centres. We intend to encourage additional appropriate retail development in Crowland if a suitable opportunity arises during the plan period, because of the need to strengthen Crowland's town centre in the face of competition particularly from Peterborough. Donington is classed as a retail local centre, despite the settlement not being defined as a town in the Structure Plan. It has a more limited influence than Sutton Bridge and Crowland, but is well-used and does have some non-retail services.

► Development Within Retail Town, District And Local Centres

- 5.44 This policy applies to Spalding, Holbeach, Long Sutton, Crowland, Sutton Bridge and Donington. It defines their centres (as shown on the proposals map), where the development of "town centre" uses is to be promoted as the Council's first priority. No specific sites are allocated solely for retail development (but see policies EC13 and EC14 for mixed use development including retail.) We do however anticipate a need to consider potential allocations as part of preparing our Local Development Framework in due course.
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- 5.45 A wide range of uses contributes to the vitality and viability of town centres, including hotels and dwellings. Developments which include residential accommodation require careful siting to co-exist satisfactorily with other town centre activities, and to avoid displacing important town centre business frontages. The Council will monitor the impact of non retail uses on vitality and viability.

Policy EC5 - Development Within Retail Town, District and Local Centres

Defined retail centres will be the focus for new retail, employment, leisure and other key town centre uses. Retail (and other) proposals which help to sustain and enhance the economic role of the defined retail centres, and which are otherwise in accordance with the policies of this plan, will be permitted.

► Development In Primary Shopping Areas

- 5.46 This policy applies to Spalding and Holbeach, which are South Holland's main shopping centres. This role is characterised by the presence of large numbers of shops in the main shopping streets, which are defined in this policy and protected from harmful reductions in the number of shops. There are no specific measures regarding the number of units not in Class A1 use. The Council will assess the degree of undermining or harm to the area on a case by case basis. However, given the amount of change that has taken place over time, the policy will be applied rigorously.

Policy EC6 - Development In Primary Shopping Areas

Development proposals resulting in the change of use from retail (Class A1) to non-retail on the ground floors within the primary shopping area will be permitted except where the number or coalescence of such uses would undermine the dominant retail function or harm the vitality and viability of the town centre.

► Retail Development Outside Defined Retail Centres

- 5.47 This policy applies to retail developments of significant size i.e. of 200 sq m or more gross floorspace. Proposals will need to satisfy the challenging requirements set out in PPS6 in order to demonstrate that they will not jeopardise the vitality and viability of town centres, and that the proposed sites are sustainable.
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Policy EC7 - Retail Development Outside Defined Retail Centres

Retail development outside defined retail centres will be permitted only where there is an identified need for the development, and:

- 1) the proposal is consistent with the sequential approach to site selection;**
- 2) the development would not adversely affect the vitality and viability of any nearby retail town, district or local centre;**
- 3) the development would be conveniently accessible to its catchment population by a choice of means of transport;**
- 4) there would be no significant adverse environmental impact; and**
- 5) there would be no harm to the development plan strategy.**

► Small Scale Retail Development

5.48 This policy applies to small scale retail developments of under 200 sq m gross floor space. It allows for the development of new shops in villages and in urban areas outside the defined retail centres, to serve the locality.

Policy EC8 - Small Scale Retail Development

Within the defined settlement limits, or at, or close to, the centre of other rural settlements, small scale retail developments will be permitted provided that they are of a scale to meet only the immediate needs of the local community.

► Town Centre Evening Economy

5.49 Town centres act as a focus for community leisure activity and the night time economy makes a valuable contribution to their overall vitality and viability. Facilities include cafes, restaurants, public houses, nightclubs, casinos and cinemas and it is important to ensure that the needs of all sectors of the community including those who live in town centres are balanced. An over emphasis on alcohol-based leisure can result in problems of anti-social behaviour, vandalism and public disorder which may intimidate and deter other town centre visitors, harm the amenity of town centre residents and place pressure on limited police resources. Section 17 of the Crime and Disorder Act 1998 requires that in carrying out its functions the Council considers measures to prevent crime and enhance community safety.

5.50 Whilst wishing to encourage a diverse evening economy the Council will carefully assess proposals for Class A3 (cafes and restaurants), Class A4 (public houses) and other leisure uses within town centres to ensure that individually or cumulatively they do not cause demonstrable harm.

- 5.51 Applicants for planning permission for these uses will be expected to address the following issues:-
- refuse storage and collection arrangements, including collection of bottles for recycling;
 - a statement detailing delivery and servicing arrangements to include hours, frequency and size of delivery vehicles, and the point of drop-off;
 - an operational statement detailing the precise nature of the operation, including hours of opening and capacity;
 - an acoustic assessment including mitigation measures to prevent noise nuisance;
 - CCTV provision and other community safety initiatives including lighting in the locality, without causing light pollution.
- 5.52 Planning conditions may be used in some circumstances to restrict the type of use permitted, for example to restrict the use of a particular premises to restaurant use, or to require minimum opening hours to ensure that there is daytime as well as evening use.
- 5.53 Class A5 uses (hot food take-aways) are considered separately under policy EC10.

Policy EC9 - Town Centre Evening Economy

Within defined retail centres, proposals for cafes, restaurants, public houses and other leisure uses will be permitted provided that individually, or cumulatively with other existing such uses, they would not harm the amenity of town centre residents or businesses or prejudice the enjoyment of town centres by the wider community by virtue of noise or general disturbance, smell, anti-social behaviour or public disorder.

Applicants for planning permission for these uses will be required to demonstrate that they have taken into account matters including refuse storage and disposal, servicing, noise mitigation measures, community safety and measures to prevent anti-social behaviour associated with the use.

► Hot Food Take-Aways

- 5.54 The effect of Class A5 uses (hot food take-aways) in the local environment can vary widely. In town centres fast food outlets with attractive frontages can add to the vitality of a shopping area. However, they can also give rise to vehicular and pedestrian traffic, litter, noise, smells and fumes, often in the late evening, which can have a harmful effect on the amenity of local residents. The cumulative effect of a number of these outlets in town centres can add to these problems.
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Policy EC10 - Hot Food Take-Aways

Proposals for the establishment of hot food take-away outlets will be permitted where:-

- 1) the use would not harm the amenity of local residents by reason of smell and noise nuisance or be likely to lead to harm to their amenity by reason of anti-social behaviour associated with customers and vehicles;
- 2) the proposal would not lead to a concentration of such uses within a particular area which would cumulatively harm the amenity of local residents by reason of noise and general disturbance or be likely to cumulatively harm their amenity by anti-social behaviour, or harm the character of the area;
- 3) satisfactory extract ventilation can be achieved without the need for externally mounted equipment which would harm the character and appearance of the host building and of the area in which it is set.

Planning conditions will be imposed to restrict hours of use in appropriate circumstances and an acoustic report may be required to demonstrate that there will be no noise nuisance to any adjoining residential property.

► Farm Shops

5.55 This policy accords with Government advice which envisages farm diversification to support agriculture and the rural economy in ways which are acceptable in the rural environment. Farm shops principally sell produce from the farms on which they are located. We will implement this policy through our formal planning procedures, including the imposition of conditions on planning permissions which define the types of goods which may be sold at farm shops.

Policy EC11 - Farm Shops

Proposals for new farm shops will be permitted subject to all of the following criteria being met:

- 1) the sale of produce to the public remains an ancillary operation to the main function of the farm;
- 2) the proposal does not affect the viability of existing accessible local shopping facilities; and
- 3) existing farm buildings are used where possible, or the proposed shop buildings should relate well to the existing farm buildings.

► Garden Centres

- 5.56 Garden centres are retail outlets which sell a variety of products including flowers, plants, garden equipment and other related goods. They often require large buildings and car parks and are often situated on the edge of settlements.
- 5.57 The retail impact of any proposals will be assessed as for other retail developments outside defined retail centres.
- 5.58 We will implement this policy through our formal planning procedures, including the imposition of conditions on planning permissions to define the types of goods which may be sold at garden centres in the interests of protecting the overall strategy for retailing generally.

Policy EC12 - Garden Centres

Proposals for new garden centres or extensions to existing garden centres will only be permitted where the following criteria are met:

- 1) the range of goods to be sold is predominantly garden centre related, and consists mainly of plants and associated gardening goods, and not household wares, ornaments, general gifts, clothing or other goods;**
- 2) the site is easily accessible by a choice of means of transport to the catchment population.**

Where a site is outside defined retail centres the retail impact of any proposals will be assessed in accordance with either Policy EC7 or EC8.

Comment [IC74]: Change to Garden Centres section.

► The Northern Expansion Area, Spalding

- 5.59 This land, extending alongside the railway line from north of Chatterton Tower to Pinchbeck Road, was allocated in the previous local plan for retail development, together with an associated road linking Pinchbeck Road and the existing roundabout.
- 5.60 There is no longer a need for this site to be allocated solely for retail development. However, its strategic location close to the town centre and public transport mean that it is suitable for a mixed use development, the form of which requires detailed study. We will consider preparing a development brief for this site in partnership with the owners of the site. As part of this work we will examine the possibility of constructing a new link road as part of the development scheme. The route for this road is safeguarded by policy TC1.

Policy EC13 - The Northern Expansion Area, Spalding

Proposals for mixed use development on the Northern Expansion Area, as defined on the proposals map, should be appropriate to its location close to the town centre and with a significant number of dwellings nearby. A significant proportion

of development on the site must comprise retail and development may also include residential.

► Land Rear Of The White Hart, Spalding

5.61 This site is located close to the heart of Spalding's traditional shopping centre. It has planning permission for retail development, part of which has been implemented. There has also been some residential development. The site has constraints including access and its relationship to nearby buildings, many of which are listed, and uses which appear to be making it unattractive commercially for an entirely retail development. It is therefore allocated for a mixed use development, including retail.

Policy EC14 - Land Rear of The White Hart, Spalding

Proposals for mixed use development, on land to the rear of the White Hart, Spalding, as defined on the proposals map, should be appropriate to its town centre location and its relationship to the buildings which surround it. A significant proportion of development on the site must be retail.

Chapter 6 - CONSERVATION AND ENHANCEMENT OF THE ENVIRONMENT

- 6.1 The environment chapter sets out policies for the protection and enhancement of the natural and historic environments. The protection and enhancement of the most important and irreplaceable natural and cultural assets is an essential part of a sustainable planning framework for the District.
- 6.2 This chapter includes policies resisting the loss of irreplaceable environmental assets such as sites supporting protected habitats and species. There is policy seeking to provide for renewable energy development whilst having regard to the negative impacts it can have. The plan seeks to protect and enhance the countryside and its character, its fenland landscape and wildlife, agricultural, recreational and natural resource value. This includes resisting the loss of irreplaceable environmental assets where possible, such as sites supporting important habitats and species. We have undertaken a Strategic Landscape Capacity Study as an input to preparing supplementary planning guidance on Wind Energy. This provides a useful starting point for considering proposals for other developments with similar visual impact. We will further develop landscape policy in our LDF. The plan also seeks to protect and enhance the built heritage for historical, educational, tourism and aesthetic reasons. This includes important buildings and related open spaces, historic gardens, scheduled monuments and archaeological sites, and their settings.

Conservation and Enhancement of the Natural Environment

- 6.3 In South Holland, as in most areas, the environment has been affected by the activities of mankind. In the earliest times people settled on the islands within the fens and salt marshes and lived off the abundant wildlife. The evidence of this past human activity is all around us within the landscape and these remains are an important link between the past and present day inhabitants of the District. Successive drainage schemes have gradually reclaimed the fens and pushed the shoreline ever sea-wards. Today the reclaimed areas form intensively cultivated and highly fertile agricultural land which is an important national resource. The sea is held at bay behind defensive walls along the coast and tidal estuaries with a network of drains, sluices and pumping stations keeping the inland areas free from inundation.
- 6.4 South Holland District has areas rich in wildlife. The Wash, bordering the District to the north east, is an SSSI of international importance, whilst the rivers and inland waterway network criss-crossing the area performing essential drainage are important havens for wildlife, particularly in an area which has few trees and hedgerows.

► Development and Sites of Special Scientific Interest, Sites of Local Nature Conservation Importance and Wildlife Corridors and Other Areas

- 6.5 It is an aim of this plan that a diversity of natural environments and landscapes, reflecting the character of the district are protected and enhanced.
- 6.6 The key to the conservation of wildlife through land use planning is the protection of the habitats on which it depends. In an area such as ours, intensive agricultural practices as well as the need for land for urban and rural development need to be balanced against nature conservation and landscape interests. Whilst we are keen to promote enjoyment of the District's environment and landscape through leisure, recreation and tourism, such activities could potentially harm those features which are there to be enjoyed. It is therefore particularly important for us to control, as far as we are able, the effect that developments have on sites of nature conservation or landscape interest, including proposals in adjacent areas. The most significant sites are statutorily designated, and shown on the proposals map.
- The Wash carries the highest levels of designation, being both a Wetland of International Importance (a Ramsar site), and also a Special Protection Area for the conservation of the habitats of certain rare or vulnerable birds (SPA) and a European Marine Site. It has also recently been confirmed as a Special Area of Conservation (SAC) by the EU, and now carries the designation Site of Community Importance, and is also a proposed World Heritage Site.
 - There are three Sites of Special Scientific Interest (SSSIs) within South Holland - The Wash, Surfleet Lows and a site at Cowbit Wash. Two areas of the Wash - at Lutton Outmarsh and north east of the River Nene outfall - are also designated as National Nature Reserves (NNRs). Such sites are important for their flora and fauna, geological or physiographical (landform) features.
 - The Vernatts Local Nature Reserve (LNR) in Spalding has been designated under Section 21 of the National Parks and Access to the Countryside Act 1949.
- 6.7 The Sites of Local Nature Conservation Importance (SLNCIs) identified on the proposals map, are sites which are of acknowledged value and formally managed as nature reserves, whilst not being designated sites of international or national importance.

The Council will seek to conserve or enhance the nature conservation value of all designated sites in the District. Proposals for development that would affect nature conservation sites with international designations will be considered against PPS9. Proposals for development which would affect any other designated site will be assessed in accordance with either Policy EN1 or EN1A, whichever is appropriate.

- 6.8 Other areas, though not specifically identified within the plan, may nevertheless be of value for nature conservation. In addition to nucleated sites, these include:
- hedgerows
 - drains and ditches
 - linear tree belts / shelter belts
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- small woodlands
- the coastal margin
- green lanes / roadside verges / railway lines (used and disused)
- river corridors
- ponds
- networks or patterns of other locally important habitats.

Together, such areas can provide 'stepping-stones' and 'corridors' for wildlife.

- 6.9 In addition we are aware of our role in the protection of particular species through the Wildlife and Countryside Act 1981 and related Conservation (Natural Habitats and c.) Regulations 1994, and the Protection of Badgers Act 1992. Also, some hedgerows are protected from removal by the Hedgerow Regulations 1997. Statutorily protected species are often located within sites which are designated for protection, although they may well be found elsewhere. If it is either known or suspected that such species exist where they could be at threat from a proposed development, the applicant may be required to undertake a species / habitat survey. The need to ensure the protection of flora and fauna will be a material consideration in any planning decisions. The Council will have regard to the relevant policy in the Structure Plan.
- 6.10 Local wildlife areas often contribute significantly to the quality of local environments, providing variety and interest which we wish to preserve. Special habitats, wetlands, watercourses and roadside verges for instance, are particularly sensitive yet can offer great opportunities to enhance the setting of new developments. We wish to see opportunities taken in new developments to protect and create areas of wildlife value.
- 6.11 The Wash Coastal Conservation Area was designated by Lincolnshire County Council, through the Lincolnshire Structure Plan 1981 and the Development on the Lincolnshire Coast Local Plan 1986. Whilst much of the conservation area is covered by those international or national designations which are noted above, it additionally includes land which generally lies between the old and the more recent sea banks. Within the conservation area as a whole, it is essential to safeguard the remaining natural character and interest of the coast. The Council will have regard to the relevant policy in the Structure Plan.
- 6.12 In considering all proposals for development in the District, we will have regard to the nature conservation interests of the site and its locality. In the case of areas which are not afforded protection under the following policies, we may nevertheless seek the inclusion of measures within the proposals to protect or enhance nature conservation interests, and where necessary to minimise or compensate for any damage. This may include, but only as a last resort, the rescue and transference of the valued flora and fauna to other suitable areas.
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- 6.13 Development in or likely to affect internationally or nationally designated sites or protected species will be subject to special scrutiny. Where development is permitted, we will request the applicant to submit a statement of the special importance of the site together with an evaluation of the likely impacts of the proposed development upon such interests; and a statement of the compensation or mitigation measures proposed to avoid or minimise any adverse effects and, where practicable, to enhance or recreate habitat features on or off the site. These statements must be prepared by a suitably qualified person or recognised authority on the subject. Planning permission will be refused where the information submitted is not adequate to enable us to assess the likely impact of the development. Agreed measures will be secured through the use of conditions or planning obligations.
- 6.14 Appropriate management of wildlife corridors and other areas of major importance for wild flora and fauna will be encouraged generally and particularly by the use of planning conditions and planning obligations with landowners and developers where appropriate. Opportunities will be taken to maintain and enhance natural biodiversity to achieve the objectives of the Lincolnshire Biodiversity Action Plan and the Wash Local Biodiversity Action Plan and enhance the wider ecological value of the environment.
- 6.15 Where translocation of species is necessary, we will require developers to liaise with English Nature and may require developers to monitor the success of translocated species and carry out works as necessary to ensure the survival of species on the translocation site.
- 6.16 As part of large new development areas we shall seek the retention, creation or enhancement of habitat areas for wildlife and nature conservation, and the safeguarding of existing areas, where appropriate.
- 6.17 The Wash Estuary Strategy Group of which we are a member, has prepared a non-statutory management plan which has recently been reviewed. It provides a wide-ranging strategy, goals and series of objectives for those bodies (including ourselves) and individuals, with significant interests in the management and use of the Wash. Through our involvement in that and other initiatives, in particular the local 'CURLEW' project, we will pursue the underlying aims of the Lincolnshire Biodiversity Action Plan and the Wash Local Biodiversity Action Plan.
- 6.18 Because of the dynamic nature of wildlife areas, it is felt important that protective designations are kept under review within the statutory and policy context established in this plan. We will, where we consider it necessary, seek the protection of further sites by statutory designation in accordance with prevailing guidelines.

Policy EN1 - Development and Sites of Special Scientific Interest

Development proposals which will adversely affect the notified special interest features of a Site of Special Scientific Interest, as shown on the Proposals Map, will only be permitted where:

- 1) it has been demonstrated that the benefit of the development to the community clearly outweighs the adverse effects on the nature conservation value of the site;
- 2) the development has been designed to overcome, or at least minimise, the adverse impact on the nature conservation value of the site, and this impact is demonstrated to be the minimum that is required to allow the development to proceed; and
- 3) there is no feasible alternative location for the development.

Policy EN1A – Development and Sites of Local Nature Conservation Importance

Development and proposals which will adversely affect the nature conservation value of sites of local biodiversity interest, as shown on the Proposals Map, will only be permitted where:

- 1) the value of the proposed development to the community outweighs the adverse effect on the value of the site for nature conservation; and
- 2) the adverse impact on the nature conservation value of the site is reduced to the minimum that is required to allow the development to proceed.

Policy EN2 - Wildlife Corridors and Other Areas

Development will be permitted which does not directly or indirectly destroy or adversely impair the integrity of wildlife corridors and other areas such as: hedgerows; drains and ditches; linear tree belts etc which are of major importance for wild fauna and flora, including brownfield sites. The District Council will, in co-operation with others, seek opportunities to consolidate and strengthen wildlife corridors.

► Renewable Energy

- 6.19 Government policy encourages the development of renewable energy sources where they have prospects of being both economically competitive and acceptable in terms of impact on the environment. PPS22 “Renewable Energy” requires local plans to consider the contribution their area can make to meeting this need, taking into account specific environmental, conservation, social and economic factors.
 - 6.20 The Government is actively seeking to develop renewable energy sources nationally. This policy seeks to balance the promotion of renewable energy with the need to protect the environment in accordance with PPS22. A target has been set for 10% of UK electricity to be supplied by natural resources by 2010 and 20% by 2020.
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The Regional Spatial Strategy for the East Midlands, at policy 41, requires local authorities to adopt policies which are supportive of renewable energy developments where environmental, economic and social impacts can be addressed satisfactorily. Also, Appendix 6 to the Strategy sets out indicative targets for each renewable energy technology for each County area.

6.21 Renewable energy is generated by using resources that occur and reoccur naturally in the environment over a short period of time. This can include power generated from wind, the sun, energy crops, water, and photovoltaics. In this manner, energy can be created in a sustainable way without depleting the earth's natural resources. However, despite the benefits every care must be taken to protect the environment. Renewable energy generation often requires large structures and specific locational requirements to collect the energy. This may lead to potential conflict particularly in environmentally sensitive areas. Where the Council considers the proposal is likely to have a significant environmental impact, an environmental statement will be required. We have published Supplementary Planning Guidance on wind energy to assist the consideration of proposals for wind turbines.

6.22 In considering the potential of the District and its environmental constraints the Council considers the following renewable energy technology to be appropriate in this area:

- Onshore wind turbines - Development of wind turbines will be strictly controlled in accordance with current local plan policies and supplementary planning guidance.
 - Off shore wind turbines - Turbines will be located outside the District and proposals for on shore grid connections and associated infrastructure will be considered against current national guidance and local plan policies.
 - Energy Crops/Biomass - The predominance of agriculture in South Holland presents many opportunities for energy crops to be grown. Further research is required into the suitability of different crops (e.g. straw, short rotation coppice) for fenland conditions. Development would have to ensure that transporting crops to a conversion station would not result in a net environmental loss. The growth of crops for bio fuels should also be investigated.
 - Photovoltaics (PV) - This is unlikely to be a source of commercial energy production. However PV could contribute to the reduction of emissions when developed in individual buildings. It would be encouraged by changes in the Building Regulations.
 - Solar Energy - As with PV, active and passive solar energy will not be commercial energy sources in the District. Encouraging more development and exploitation in buildings would contribute to emissions reduction.
 - Anaerobic Digestion - There is a source of waste from the food industry as well as domestic sewage sludge and further research and/or a pilot scheme would be worthwhile. Energy production from this source is likely to be on a small scale.
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6.23 The following sources are unlikely to prove viable within the District:

- Marine Power – The Wash would not provide a viable source of energy from tidal barrage, tidal stream or wave power. The infrastructure associated with such energy sources would not be appropriate in the Wash where the priority is to protect wildlife and habitats.
- Wet Agricultural Waste – The lack of livestock, in particular cattle, in South Holland makes this an unreliable source and hence not viable.
- Poultry Litter – Although the poultry industry is well established in South Holland, the supply of litter is not sufficient to make energy production viable.
- Hydro Power – The Fenland geomorphology generally precludes energy from hydropower. Although large quantities of water flow through the District at times it is difficult to see how energy could be harnessed without harming land drainage, flood protection and conservation.
- Waste to Energy – The emissions and residues associated with the incineration of waste to produce energy are likely to be harmful and inappropriate in an area of large scale food production. The supply of waste in South Holland is limited and will reduce as recycling takes place. There are potentially two sources of waste: municipal solid waste and industrial waste e.g. from vegetable processing.

6.24 Proposals for renewable energy schemes will be considered against this policy. Small scale renewable energy schemes such as individual wind turbines or the use of solar power panels can also produce great benefits but will require similar consideration to larger schemes, including the cumulative effect of proposals. In general, applications for small scale schemes and the integration of renewable energy generation into new developments will be assessed against the provisions of this policy. Proposals for renewable energy schemes and developments which incorporate energy efficient layouts and designs will be supported and encouraged where these are in accordance with other policies of the Local Plan.

6.25 It will also be important to pro-actively engage with the local community at the initial stages of an application for a renewable energy scheme, a key principle of PPS22. Greater community involvement in renewable energy projects and the promotion of small scale schemes through Community Strategies can help alleviate potential conflicts of interest and provide wider understanding.

6.26 The Council will also, through its other functions consider issues such as reductions in waste, for example through the provision of recycling facilities, the reuse of construction materials, the promotion of more energy efficient buildings, the use of sustainable urban drainage systems, using recycled paper and promoting travel plans.

Policy EN3 - Renewable Energy

The District Council acknowledges the overall environmental benefits of renewable energy. We will grant planning permission for the development of renewable energy schemes which contribute to the delivery of the indicative targets for renewable energy in the East Midlands, provided that it can be shown that such development would not harm interests of acknowledged importance in the local environment.

In assessing proposals for renewable energy schemes, the Council will have particular regard to the following issues:

- 1) the immediate and wider impact of the proposed development on the landscape;**
- 2) the need to protect features and areas of natural, cultural, historical and archaeological interest;**
- 3) the measures that would be taken, both during and after construction, to minimise the impact of the development on local land use and residential amenity;**
- 4) the local and wider benefits that the proposal may bring to the local economy; and**
- 5) the cumulative effect of proposals.**

Conservation and Enhancement of the Historic Environment

- 6.27 The settlements of South Holland reflect the evolution of the District. The centres of many settlements contain fine examples of older buildings and historic street patterns demonstrating the social, religious, economic, political and physical circumstances which have shaped their development. Spalding is the largest town in the District and has origins dating back to the eleventh century. At one time home to a priory, the town grew in later years as a trading centre on the River Welland for the export of corn and colseeds. Evidence of these activities can be found in the town. The other older settlements of the District - Crowland, Holbeach, Long Sutton and Donington - evolved from the same period with the dual functions of religious centres and market towns. A wide range of historic buildings and features have survived in the District, many of outstanding importance, including medieval structures such as Trinity Bridge in Crowland, Georgian town houses in Spalding and numerous fine parish churches.
- 6.28 An attractive environment, both within the countryside and in built areas, can contribute positively to the quality of life of inhabitants. We are firmly committed to preserving and enhancing the quality of the historic environment within South Holland, and will require that this firm foundation is built upon by new development. The idea of our surroundings contributing to quality of life is seen as an important factor in attracting inward investment to South Holland. This inward investment helps to stimulate growth and prosperity, maximising the future potential of the area. Conservation Area and other enhancement schemes in themselves can also be a catalyst to wider regeneration initiatives.
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- 6.29 Whilst the strategy of the Local Plan is promotional in its broadest sense this is not at the expense of the District's environment or heritage. Growth and development will provide a legacy for future generations and therefore considerations of sustainability are of the utmost importance. The recognition of the quality of the existing environment within our District and the objectives of the Local Plan to conserve, enhance and extend this quality will ensure that future development of the District builds upon, rather than destroys, its unique characteristics and resources.
- 6.30 Many buildings within the District are statutorily recorded as 'listed buildings' and are subject to special planning controls. These buildings make an important contribution to the character of the District but are equally important as individual buildings in their own right. The Council aims to protect them from inappropriate alterations and unauthorised development. In addition many of our historic towns and villages are of such valuable character that parts of them have been designated as Conservation Areas.
- 6.31 We consider that the conservation areas and listed buildings in our District should be protected in order that the historic fabric of the area is retained for future generations to enjoy. The preservation of the historic environment makes a positive contribution to the quality of life of the inhabitants and attracts visitors to the District. The Council is committed to regularly reviewing the existing conservation areas, Local Heritage Buildings and Buildings at Risk lists and registers in order to designate or extend as appropriate.
- 6.32 In addition to listed buildings and conservation areas, the historic character of the district is also evident in non-listed historic buildings, and in areas designated as historic parks and gardens. Historic parks and gardens are designated within a national register giving details of sites of historic interest and amenity value that are worthy of preservation in a national context. This register is compiled by English Heritage. The effect of development on a registered historic park or garden or its setting is a material consideration in the determination of applications for planning permission. In our district there is a single site that is designated within the national register of historic parks and gardens. The site is Ayscoughfee Hall gardens in Spalding, surrounding the grade II* listed Ayscoughfee Hall (as shown on the proposals map) and is owned and maintained by ourselves. We will have regard to the relevant policy in the Structure Plan.
- 6.33 In order to safeguard the heritage of the District, specialist advice and assistance on changes to the character of listed buildings and conservation areas and relating to the upkeep of buildings will be provided. Advice leaflets and guidance notes can be obtained from the Council Offices and applicants are urged to contact the Council at the earliest opportunity to discuss any proposals.

Listed Buildings

► Development Affecting Listed Buildings

- 6.34 The listing of buildings of architectural or historic interest by the Department of Culture Media and Sport allows us to give greater planning protection to buildings that are part of the local and national heritage. Buildings themselves are listed for a variety of reasons including their intrinsic historic or architectural interest, physical features, setting and contribution to the street scene or townscape. We must consider carefully proposals for development which would affect such buildings. For example, we will consider the affect both of broad principles of the proposal and of detail, such as proposed installation of infrastructure plant and machinery.
- 6.35 The setting of a listed building, such as its gardens, grounds or general street scene, can be an essential component of its character. It is important to consider the likely impacts of development within the proximity of a building. Existing views should also not be diminished by new development but attempts should be made to complement or enhance them, thus helping to increase the appreciation of the building.
- 6.36 There are more than 500 listed buildings within South Holland which are an important link with the history and heritage of the district. These buildings represent fine examples of their respective types within the national architectural stock and, as such, the preservation of these structures is of the greatest importance to us. Types of listed buildings include houses, bridges and churches.
- 6.37 The importance of listed buildings to the national heritage demands that their preservation is the primary consideration and we will monitor the state of their repair and offer specialist advice and assistance on their upkeep to owners. It is therefore important that owners and the Council work together to prevent any inappropriate development occurring.
- 6.38 English Heritage and ourselves have prepared an audit of Listed Buildings 'at risk' in order to work with their owners to prevent unnecessary loss of the historic fabric. We hold powers under statute to act where an owner fails to maintain their building in a good state of repair that affects its preservation. Buildings could be for example vacant, underused or have suffered severe structural deterioration and by identifying these buildings it can help implement priority areas for repair and to gain funding to secure their survival for future generations. Where new development is proposed near listed buildings, we will require full applications showing the proposed development with detailed plans.

Policy EN4 - Development Affecting Listed Buildings

The District Council will protect listed buildings in order that the historic fabric of the area is retained. Planning permission for development affecting a listed building or its setting will only be granted where the proposal preserves or enhances the character and appearance of the building and its setting. The following criteria will be applied in determining proposals:

- 1) the development should respect the character of the listed building in terms of size, form, positioning, scale, design, roofscape, materials, colour,**
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fenestration, detailing and its setting in terms of materials, landscaping and street furniture;

- 2) the development should ensure that important views and closures, including through views, and ancient street patterns are restored or maintained;**
- 3) the development should preserve features of special architectural or historic interest which the building may possess;**
- 4) the development should preserve or enhance the historic form and structural integrity of the building.**

► Alteration, Extension And Change Of Use Of Listed Buildings

- 6.39 In order to ensure the upkeep and repair of listed buildings we recognise that it is a clear advantage if the building is in active use. Generally the best use for a listed building is that for which it was originally constructed. However, in some cases such a use is no longer practicable or compatible with the structure and form of the listed building.
- 6.40 We are mindful of the need to identify compatible and new uses for unused listed buildings in order to protect their fabric, interior and setting. We will therefore make sure that the integrity and historic value of the buildings is not harmed by any proposed new use.
- 6.41 Alterations and extensions affecting the character of listed buildings and their setting will be judged against the effect of works on the special interest of the building in question. The special interest of the listed building may comprise obvious visual features such as a decorated facade, plaster ceilings or a staircase. However, less obvious features of the building contributing to its special interest may also include the specific layout and form of the building and the archaeological or technological interest of the buildings structure and surfaces. Alteration in the context of listed building works may also refer to partial demolition of the structure.
- 6.42 Many listed buildings can sustain sensitive alteration or extension. However the degree of change that each building can reasonably accommodate varies enormously and some buildings, particularly those with fine interiors, are highly sensitive to alteration. The cumulative effect of alterations is also a concern and we will seek to balance the special interest and character of the building against the proposed works. This is in order to achieve the best solution for both the applicant and for the historic character of the structure itself. We wish to see listed buildings occupied and will therefore attempt, via specialist advice and attention to detail, to work with the character and form of the existing building when assessing applications for alteration and extension work. There will also be an obligation on developers to ensure adequate recording of listed buildings prior to the commencement of approved works.
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- 6.43 We will require applications for planning permission and / or listed building consent to be fully detailed and to give adequately detailed drawings of the existing building and proposed alteration or extensions.
- 6.44 Where buildings are listed as Grade I or Grade II* proposals for the alteration, extension and change of use must be referred to English Heritage. Neither English Heritage nor the District Council support or advocate the de-listing of buildings.

Policy EN5 - Alteration, Extension And Change Of Use Of Listed Buildings

Planning permission and/or listed building consent for the alteration, extension or change of use of a listed building will be granted where all of the following criteria are satisfied:

- 1) that the proposed alterations, internally or externally would not be detrimental to the special character or long term stability of the building**
- 2) that the proposed alterations and / or extensions would be sympathetic in scale, form, construction, colour, design, materials and location with the existing building**
- 3) that the original building has not been extended to such a degree that further extension works would harm the visual, historic or architectural merit of the building and the area in which it is located or its setting**
- 4) that the proposed development does not involve the subdivision of the garden or grounds of the listed building which would threaten the future viability of or in any way detract from its setting**
- 5) that the proposed change of use or sub-division of the listed building does not damage the fabric or special character of the building or its setting.**

► **Demolition Of Listed Buildings**

- 6.45 The preservation and enhancement of the built heritage is one of our important functions. The listed buildings within our District are important not only to the historical record of the area but also to the heritage of the nation as they signify some of the finest examples of their types within the national architectural stock. The importance of listed buildings both nationally and locally means that permission to demolish listed buildings is only granted in the most exceptional circumstances.
- 6.46 We will, in accord with government guidance, thoroughly assess every application for demolition of listed buildings to ensure the overall objective of preservation of national heritage is achieved. We will actively promote the
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incorporation of listed buildings within redevelopment schemes wherever possible to ensure continuity in the built environment of the District. There may be exceptional circumstances where demolition is considered to be the only option for a building, perhaps because of danger to public safety or because it has been damaged beyond repair. We do not condone the demolition of listed buildings that have been the victims of severe neglect.

- 6.47 In cases of neglect or when the upkeep of a property has suffered when no viable use has been identified to ensure its upkeep, demolition may become an issue. In such cases account will be taken of the adequacy of efforts made by the owner to maintain such buildings and to retain them in use. The condition of the building, the cost of repair and maintenance in relation to its importance and to the value derived from its continued use will be considered. Often historic buildings offer a physical attractiveness and functionality of space which may rival modern alternatives. We will assess all routes pursued by the owner including the offer for sale of the unrestricted freehold of the building on the open market at a reasonable price. If Listed Building Consent is granted for the demolition of a listed building, there will be a requirement in the formal decision notice issued by the Council, for records of the building to be made by a suitably qualified person, prior to demolition.
- 6.48 Where demolition of a listed building is proposed, we will require full planning application showing the proposed redevelopment of the site.
- 6.49 We will work together with owners but will use our statutory powers to prevent the loss of the historic heritage if necessary.

Policy EN6 - Demolition Of Listed Buildings

Planning permission for development involving the demolition of a listed building will only be granted in exceptional circumstances and only where all of the following criteria are met:

- 1) that the condition of the building and any associated repair and maintenance costs preclude its use for the purpose for which it was designed or for any other reasonable alternative use**
- 2) it is demonstrated that it is not practical to retain the building in its current, most recent or viable alternative use**
- 3) the proposed development would bring substantial benefits to the community which outweigh the arguments in favour of the preservation of the listed building and that it has been demonstrated that the existing building cannot be reused within a redevelopment scheme for the site.**

Conservation Areas

► Development Affecting Conservation Areas

- 6.50 The designation of conservation areas allows us to give greater planning protection to areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Conservation areas are designated because of their overall townscape quality. Good townscape comprises the quality of individual buildings, their visual appearance, the overall impression that they give viewed in the context of a group with their neighbours and a series of other factors. These additional factors include the historic layout of property plots and street shapes, open spaces, the types of uses within the area, materials used often reflecting local characteristics and vernacular architecture, scaling, detailing, quality of signage, street furniture, hard and soft landscaping, including trees and traffic and pedestrian flows within the area. Care needs to be taken, for example, in looking at the effect of proposed development both in terms of its broad principles and in terms of detail, such as the design and installation of infrastructure plant and machinery.
- 6.51 Conservation areas are generally centred on the historic core of the village or town and often contain many fine examples of historic building and townscape design and layout. To date, thirteen conservation areas have been designated in the District. These are:
- | | |
|-----------------|--------------|
| Crowland | Long Sutton |
| Donington | Moulton |
| Fleet | Pinchbeck |
| Fleet Hargate | Spalding |
| Gedney Dawsmere | Tydd Gote |
| Gosberton | Tydd St Mary |
| Holbeach | |
- 6.52 They are marked on the inset maps as the areas in which particular policies will apply.
- 6.53 We have embarked on a programme of appraisals of all our conservation areas. This includes community involvement. Supplementary planning guidance has been published for the conservation areas of Crowland, Holbeach, Long Sutton, Donington and Gosberton. Supplementary planning guidance will be published for the remaining conservation areas. We will also determine from time to time whether any other parts of South Holland should be designated as conservation areas. This may result both in the designation of entirely new areas and/or changes to existing ones. For example, we are examining the appropriateness of conservation area designation for parts of Sutton Bridge.
- 6.54 A number of residential properties within the conservation areas are also subject to Article 4 Directions, which remove the permitted development rights for works which would otherwise be classified as permitted development under the Town and Country (General Permitted Development) Order 1995. The use of Article 4 Directions prevents unsympathetic alterations or extensions which could materially affect the external appearance of the dwelling and may in turn have a detrimental effect on the character of the conservation area. The Council will
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seek to protect premises protected by Article 4 Directions from unsympathetic change.

- 6.55 In addition to protecting listed buildings the Council will ensure that other buildings and structures that do not merit national listing but are of particular local importance are protected. Government advice in PPG15 suggests that Local Planning Authorities draw up a local list of buildings to give protection to unlisted traditional buildings. We have begun identifying and compiling a list of such buildings. This process of selection will be an ongoing one and will be encouraged through community involvement and conservation area appraisals. The Council will periodically review this list and designate new buildings and structures as appropriate. Collectively their contribution to the local scene can be very significant due to the architectural, historic and visual merits the buildings provide. In considering applications the Council will take account of the contribution any building makes to the character or appearance of its surroundings against the proposed benefits to the community. Wherever possible the Council will expect traditional buildings and features to be retained and for their character to be preserved and enhanced.
- 6.56 Particular attention will also need to be applied in relation to applications for telecommunications development in order to minimise their impact on the amenity of the surrounding area and on the setting of listed buildings in accordance with Policy TC3.
- 6.57 We will implement this policy through our formal planning procedures, including the use of Article 4 Directions and will, where new development is proposed in the conservation areas or near listed buildings, require full applications showing the proposed development with detailed plans.

Policy EN7 - Development Affecting Conservation Areas

The District Council will protect the designated conservation areas in order that the historic fabric of the area is retained. Planning permission for development within or affecting the setting of a conservation area will only be granted where the proposal preserves or enhances the character and appearance of the area and its setting. Particular attention should be given to the following criteria in determining proposals:

- 1) the size, form, positioning, scale, roofscape, detailing and design of proposals are sympathetic to the character of the area and compatible with adjacent buildings.**
 - 2) materials of construction should be appropriate to the area and sympathetic to adjacent buildings in terms of colour, texture, type and size.**
 - 3) the siting of the proposal respects important views and closures, including through views, ancient street patterns and important spaces and preserves and protects existing trees and landscape which contribute to the character or appearance of the conservation area.**
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4) the proposal should retain important architectural and historic features such as street furniture, street name plates and paving.

► Demolition Of Unlisted Buildings Within Conservation Areas

- 6.58 The preservation and enhancement of local heritage (including identified Local Heritage Interest Buildings) is one of our important functions. In preserving the historic fabric of the District there is a positive link between past times and the present day.
- 6.59 The demolition of buildings can often have a detrimental effect on the character and appearance of a conservation area leading to the loss of a sense of enclosure and an adverse impact on the setting of adjacent buildings. Redevelopment proposals in conservation areas may involve the demolition of buildings that have reached the end of their lives, are of little or no merit economically or historically or are wholly inappropriate in their location. In such cases demolition may be considered as an option. However demolition within conservation areas is not seen as an end in itself but rather as an opportunity to redevelop sites enhancing the quality of the wider conservation area. In such cases new buildings must reflect the broad indicators of townscape quality as indicated at the beginning of this section on Conservation Area Policies.
- 6.60 However the Council will not discourage replacement buildings of a modern or contemporary style. The purpose of a conservation area designation is not to restrict an area to a fixed point in history but rather to embrace positive change. The requirement will be for buildings to be of high architectural calibre that are sympathetic in form, scale and rhythm with their neighbours and which do not detract from the visual appearance of the conservation area.
- 6.61 We will, where demolition of unlisted buildings is proposed in the conservation areas, require full applications showing the proposed development with detailed plans.

Policy EN8 - Demolition Of Unlisted Buildings Within Conservation Areas

The District Council will not grant conservation area consent for demolition of a building within a conservation area unless the following criteria are satisfied:

- 1) In the case of a building making a positive contribution to the character of the conservation area that:**
 - (i) the condition of the building and any associated repair and maintenance costs preclude its use for the purpose for which it was designed or for any other reasonable alternative use**
 - (ii) extensive efforts have been made to retain the building in its current, most recent or viable alternative use**
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- (iii) **that the existing building cannot be reused as part of any comprehensive redevelopment scheme for the site in order to retain visual and physical continuity within the built environment.**
- 2) **In the case of a building not making a positive contribution to the character of the conservation area, that the proposed alternative use of the site following demolition would not detract from the character and appearance of the conservation area.**

► Shop Fronts In Conservation Areas Or On Listed Buildings

6.62 Shop fronts can enhance the visual amenity of an area if they are sensitively designed and detailed. Poor design of shop fronts, however, can erode the character of the buildings within which they are situated and the overall quality of the street scene. We consider that care is required in determination of applications for shop fronts because they are often subject to more visual attention than many other forms of development due to their constant use by the public and their close proximity to the highway. Particular care is required within conservation areas and on listed buildings to ensure that the character and integrity of these important settings is not eroded by the addition of poor quality shop fronts.

6.63 We also consider that high quality shop fronts are a means to enhance visual amenity and the quality of life. Within the historic town and village centres we need to preserve the individuality of the settlements by the blending of shop fronts with their setting, and the retention or appropriate restoration of historic and individual styles. We are, however, also concerned with small individual shops and corner stores throughout the District which play a high profile role within their setting and are often a focus for the wider community. We have published information leaflets giving advice on matters raised by this policy: 'Shop Fronts - Design' and 'Shop Fronts - Security'.

Policy EN9 - Shop Fronts In Conservation Areas Or On Listed Buildings

Planning permission for new or replacement shop fronts or alterations to shop fronts in conservation areas or on listed buildings will only be granted where they:

- 1) are designed in size, scale, historical period, materials, detailing and visual appearance to be compatible with the building to which they would be fitted;**
- 2) preserve, restore or otherwise enhance the character of the street-scene within their immediate location.**

► Advertisements And Signage Within Conservation Areas And On Or Near Listed Buildings

6.64 External signs and advertisements are important to the commercial life of an area and can make a contribution to its character or appearance. High quality signage is an asset to both business promotion and visual amenity, thereby meeting the

needs of both advertisers and the community. Advertisements must not detract from the historic character of a conservation area or listed building or affect its setting. Applications for advertisement consent will be determined with reference to their effects on the amenity of the area and on public safety issues. Public safety must not be prejudiced by advertisements and must not distract drivers, obscure visibility or potentially be confused with existing traffic signs or signals. Permission for the display of advertising signs is referred to as "express consent".

- 6.65 Many of the District's conservation areas and listed buildings are in commercial areas where it is expected advertisements will be displayed. In these areas the Council accepts that in many cases signs and advertisements are appropriate and necessary to promote business within protected settings. Well designed signs and advertisements can actually make a positive contribution to a listed building or conservation area. However, the Council consider that in such protected locations signage must be of the highest quality. Where historic shop fronts exist signage should conform with the fascia sizing and should be constructed of materials compatible with its location. Internally illuminated box or fascia signs are not considered appropriate in historic settings and we will require the removal of such inappropriate signage and its suitable replacement. Signage proposals illustrating 'letters only' illuminated fascia box signs may be appropriate within conservation areas provided that the box unit is recessed within the fascia of the building and that the non-lettered parts of the fascia remain un-illuminated. We have published an information leaflet: 'Shop Fronts - Advertising' providing some advice on the matters raised by this policy.

Policy EN10 - Adverts And Signage Within Conservation Areas And On Or Near Listed Buildings

The District Council will grant express consent for signage that contributes to the quality of its historic setting in conservation areas and/or on or near listed buildings. Express consent will be granted, in appropriate circumstances, for signage that:

- 1) is in keeping with the general character of the area in which it is situated through its scale, style, siting, design, colour and location;**
 - 2) is constructed of materials appropriate to the character of the building/area where it is located;**
 - 3) consists of a form of signage not featuring internally illuminated fascias or projecting box signs;**
 - 4) is not positioned above the bottom of first floor window level on shops and offices. Signage for public houses may be placed at higher levels to retain their traditional appearance if such allocation is compatible with the scale and form of the building where it is attached;**
 - 5) maintains the scale and integrity of the building on which it is situated and does not straddle the frontage of two buildings of differing scale and appearance;**
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- 6) **would not present a clutter or duplication in conjunction with other signage on the building;**
- 7) **would not cause detriment to the amenity of the surrounding area by virtue of the proposed degree of illumination of the proposed signage, the duration of illumination or the intermittent nature of the illumination.**

► Security Shutters

- 6.66 The use of external security shutters has increased in recent years and it has become evident that they can have a detrimental effect on the appearance of a building and the general street scene. They are generally unattractive, obscure window displays and produce a stark appearance which can add to the perceived fear of crime. The night time economy is an important component of the vitality and viability of the Districts town centres and many visitors and residents use these areas outside normal shopping hours. The cumulative effect of external shutters can erode the character, ambience and appearance of these areas.
- 6.67 The effect of external shutters within conservation areas and on listed buildings is particularly severe and it is unlikely that they will be permitted. We have published an information leaflet “Shop Fronts: Security”. Supplementary Planning Guidance will be produced that will give guidance on alternative means of achieving security needs.

Policy EN11 - Security Shutters

The installation of external security shutters will only be permitted where they would not harm the character and appearance of the host building or of the area in which it is set.

External roller shutters will not be acceptable on Listed Buildings or within Conservation Areas.

► Scheduled Monuments

- 6.68 Archaeological remains are a valuable resource in our understanding of the history of our District. They form a link between the settlement and activities of ancient occupants of the area and the modern character of South Holland. Archaeological sites explaining the history of the District include visible features such as standing stones and ruins in addition to sites of buried remains that may only be evident using special techniques.
- 6.69 Many sites of national importance within South Holland are designated as scheduled monuments and these are indicated on the proposals map. Not all sites of national significance are however designated as scheduled monuments and further sites may be given the protection of scheduling during the plan period. In such cases full information on any newly scheduled monuments will
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be held by ourselves for public inspection. We will preserve scheduled monuments, other nationally important sites and their settings as part of the District's identity, as part of the national heritage and for their role in education, leisure and tourism. We will work with our partners and individual landowners to create effective management or enhancement strategies as required. Where there are other sites established as being of regional or local importance, we will seek to apply similar protection. There may be opportunity to seek the preservation and interpretation of sites as part of development.

Policy EN12 - Scheduled Monuments

Development proposals that adversely affect scheduled monuments and other nationally, regionally and locally important archaeological sites or their settings will not be permitted.

► Important Sites – Gateway Sites And Vistas

- 6.70 Within the District's towns and villages the main approaches into these settlements often contain important sites, buildings and vistas. While these may not necessarily be of the same quality as within the conservation areas, they are still of importance to the visual amenity of the area, and the impression given to visitors. Prominent sites at the gateway to towns and villages should also be acknowledged as having the same visual importance as those within the built up area of the settlement. We will pay particular care to the layout and design of new proposals and prevent the overuse of lighting, flagpoles, banners and other signage in these locations.
- 6.71 For the purposes of this policy the approaches to settlements are classified roads, railways and navigable waterways. The policy will apply from the point at which the settlement or conservation area becomes a prominent feature of the landscape.

Policy EN13 - Important Sites- Gateway Sites and Vistas

Special regard will be paid to the design, layout and landscaping of development adjacent to the primary road, rail and waterway frontages within and at the gateways to settlements to ensure that the appearance and environmental characteristics of these prominent areas are protected or enhanced.

Chapter 7 - LEISURE, RECREATION & TOURISM

- 7.1 Recreation and leisure covers a diverse range of activities, including organised sports requiring outdoor pitches or indoor facilities, informal active pastimes such as walking or cycling and passive activities such as visits to the theatre, cinema, museums, art galleries and other attractions. Rising incomes, changing population profiles, increased leisure time, increased car ownership and a greater awareness and expectation of the facilities on offer have all contributed towards a growth in the demand for leisure related activities.
- 7.2 The District is not a major tourist destination despite its unique fenland landscape and dramatic skies, its churches, waterways, internationally renowned wildlife habitats and historic market towns and villages. However, as tourism gains momentum as a growth sector in the national economy it is important that we are prepared to encourage and guide its development. The rich heritage of historic windmills also provides opportunities for tourism.
- 7.3 The provision and improvement of leisure, recreation and tourism activities are seen as an important part of the development strategy of the District. Firstly, they have economic benefits as employers in their own right. Secondly, by improving the quality and range of sporting, recreation and tourist facilities to meet demand, the area is made a more attractive place in which to live, work and visit, thereby helping to attract inward investment. Thirdly, the marketing of these facilities is probably the most important means by which a positive image of the area can be conveyed. Most of all, perhaps, we recognise that the provision and maintenance of these facilities is important in determining the quality of life of the local community.
- 7.4 The main emphasis of our strategies for leisure, recreation and tourism is to encourage and promote optimum usage of existing facilities, supporting the provision of new facilities especially where they are needed and maximising their accessibility to all sections of the community. The Local Plan is primarily concerned with the land use implications of such strategies, particularly the provision of land for public open space resulting from new residential development and other leisure, recreational and tourism projects proposed by the local authority, public or private bodies or individuals.

► Leisure, Recreation And Tourist Facilities

- 7.5 The arts play a key role in contributing to the quality of life for many people living and working in South Holland. Whilst the enhancement of the South Holland Centre has improved access to and the provision of arts activities it is recognised that other opportunities exist throughout the District. Support will therefore be given to opportunities for people to visit cinema, live theatre and music events elsewhere in the District. Particular emphasis will be given to proposals that can enhance the night time economy of the District's market towns, helping to attract and retain young people in the area.
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- 7.6 In the case of the visual arts, it is recognised that there are limited opportunities for people to attend art galleries. Support will therefore be given to new developments that provide greater opportunities for people to experience quality visual arts activities and exhibitions. Attention will be paid to the importance public art can play in contributing to the vitality of town centres and to the local distinctiveness of the area.
- 7.7 We recognise that a growing population requires careful consideration to be given to meeting sporting need. We support the Sport England Facilities Planning Model to ensure adequate sporting provision is maintained and developed. In particular, the Castle Sports Complex and the Sir Halley Stewart playing field, both in Spalding, provide potential locations for future sporting developments to take place. However we will also look to the potential offered by other alternative locations in South Holland, including in association with the development of sites allocated under policy HS3.
- 7.8 Government policy states that local plans provide the appropriate context to identify deficiencies in open space and include policies for the protection of private and public open space. There are no prescribed national standards for the provision of open space. PPG17 uses the National Playing Fields Association (NPFA) six acre standard as an illustrative guide. This standard states that there should be 6 acres (2.43ha) of open space per 1000 population and that this should comprise adult, youth and children's play space. The District Council has carried out a study of the open space provision in the District's five towns, giving a quantitative assessment of play space at the NPFA minimum standard. This is available as a background paper. The following table summarises results.

Provision of open space in the five Towns (NPFA play space categories only)

	Spalding	Holbeach	Long Sutton	Crowland	Sutton Bridge
Total amount (Ha)	32.11	9.46	12.53	14.12	4.99
% of NPFA recommendation	56	52	106	164	60

- 7.9 Long Sutton and Crowland meet the NPFA minimum standard for play space per 1000 population, while there are significant shortfalls in Spalding, Holbeach and Sutton Bridge. However, the level of provision between adult, youth or children's play space is difficult to standardise as it must reflect the needs of the local age group which can change dramatically within a period of a few years where there is substantial new development. Demand is at a very local level and assessment of provision must also be made at that level. It is considered that many areas of open space could be upgraded to enhance their value for play. Except for Spalding the responsibility for the provision and development of open space lies with Parish Councils. We will generally support initiatives that increase or improve its provision.
- 7.10 Within the district there are other areas of open space that contribute to informal recreation, these include river side areas, and other green spaces including

school playing fields that make a valuable contribution to open space provision within the district. Spalding in particular has extensive areas in these categories.

- 7.11 The District Council has commissioned a Playing Pitch Assessment of the playing surfaces within the District which reported back in January 2003 with a qualitative assessment of all pitches available for public use. This is being reviewed.
- 7.12 Rivers, estuaries and drains are a common feature in the District. We would encourage the appropriate recreational use of water both for informal recreation and organised sport. In the case of the Wash, the non-statutory Wash Estuary Management Plan provides guidance with the aim of ensuring that leisure, recreation, tourism and other uses are undertaken within the context of the sustainable management of that area.
- 7.13 Some recreational uses such as large areas of public playing fields and golf courses often cannot be accommodated within built up areas and require a countryside location. Ideally such uses should be located on the fringes of towns in order to make them more accessible.
- 7.14 Activities such as clay pigeon shooting, motorsports and paintball and war games can result in disturbance to adjoining uses. It may be anticipated that the growing demand for these uses together with pressure for rural diversification will increase the number of these types of proposal, particularly in the countryside. Where possible these uses should utilise existing noisy sites, for example, adjoining industrial areas or where physical barriers provide natural noise attenuation. The enjoyment of participants will need to be balanced against the potential nuisance to others.
- 7.15 Indoor facilities provide an important element in the overall provision for leisure, recreation and tourism activities. Such activities should be located within the confines of settlements. Locations in or adjacent to town centres will be preferred for uses which have a town-wide or greater catchment area.
- 7.16 We recognise the value and importance of the internationally famous Spalding Flower Parade. In the past the area and region has not fully explored the opportunities to develop this brand and exploit this product as key tourism attraction for the region. Central to this success will be the necessity to develop a key festival strategy for this event and develop a visitor site and permanent home for the floats and the festival administration. However, we do not rely on a few specific attractions to draw visitors but are trying to promote the higher value-adding heritage and short break market particularly at the market towns and through rationalised countryside interpretation.
- 7.17 Closely linked to the Flower Parade is the Springfields Retail Outlet and Festival Gardens in Spalding, a visitor attraction of national interest. The original horticultural gardens have been rejuvenated and feature alongside a prestigious retail development which includes visitor attractions and tourist information provision. Springfields aims to attract up to 2 million visitors each year and is
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therefore of major significance to the entire District and Spalding Town Centre in particular.

- 7.18 In terms of future tourism development it is recognised that the District suffers from a limited access to quality hotel accommodation. Development that seeks to broaden the base of hotel beds within the District are encouraged, particularly in Spalding.
- 7.19 It is mainly to the private sector that we look for the provision of new leisure, recreation and tourist facilities. Our emphasis is on the promotion and best use of existing facilities by all sections of the community. The acceptability of leisure, recreation and tourist proposals will be determined in consultation with the relevant governing bodies of sport and tourism through the development control process.

Policy LT1 - Leisure, Recreation and Tourist Facilities

Proposals for the development or improvement of leisure, recreation and tourist facilities (including waterbased and waterside facilities) will be permitted provided that:

- 1) they are compatible in terms of scale, character, and design with the area in which they are proposed;**
- 2) the effects on residential and countryside amenity including noise and light intrusion are acceptable;**
- 3) road access, motor vehicle parking and service infrastructure provision are satisfactory;**
- 4 they are accessible by a range of means of transport;**
- 5) the effect on other interests including farming and the conservation of areas of historic, archaeological, wildlife or landscape value are acceptable.**

► Safeguarding Open Space For Sport, Recreation And Leisure

- 7.20 Within the built-up area, open spaces in the form of public gardens, ornamental flower beds, small landscaped areas and cemeteries provide a valuable visual amenity contributing to the quality of the built environment and to civic pride. Areas for recreational use also have this quality as well as providing for the community's needs for informal and formal recreational provision. Government guidance also recognises the importance of playing fields, regardless of ownership, and allotments in satisfying recreational needs and contributing to local amenity. There is a need to ensure that adequate levels of existing open space are retained within settlements.
- 7.21 Parks, playing fields and informal open spaces all provide opportunities for sport, recreation and leisure. People, particularly children and the elderly, should have access to open space close to where they live.
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- 7.22 Where development proposals are likely to impact upon open space provision we will need to be satisfied that alternative provision will be made that is of equivalent community value.

Policy LT2 - Safeguarding Open Space For Sport, Recreation And Leisure

Development which would result in the loss of public open space, parks or playing fields will only be permitted provided that:

- 1) alternative provision of equivalent community benefit is made in the locality;**
- 2) or, the area in question no longer provides a valued opportunity for sport, recreation or leisure, and is unlikely to be suitable for bringing back into use;**
- 3) or, there is an excess of provision taking into account the long term recreation and amenity value of such provision;**
- 4) or, sport, recreation and leisure facilities can be retained and enhanced through the redevelopment of a small part of the site.**

► **Recreational Routes, Public Rights-Of-Way, Disused Railway Lines**

7.23 The District Council considers that ease of access to open space and to other recreational facilities, particularly by foot or cycle, are equally as important as the overall level of provision. The Local Plan area contains a wealth of rights of way, rivers, drains and disused railways which represent a resource that could be utilised for recreation as well as wildlife corridors. The percentage of the population aged 45 and over is greater than the national and regional average and in consequence health related activities such as walking and cycling are likely to gain in popularity. Cycling is already a popular mode of transport, although in the intensively cultivated countryside both walking and cycling is generally limited to the built-up fringes. Existing rights of way, rivers, drains and disused railways, where rights of way exist, provide a network of footpaths and cycleways and provide safe access to existing open space and other leisure, recreational, and tourist facilities, and to the countryside. They are often valued areas for the enjoyment of nature. There are many parties with whom the Council may work in seeking to implement this policy, for example landowners, developers, interest groups and those organisations with a responsibility for managing the features which comprise the route network or could be added to it.

7.24 An opportunity exists for the District to develop the use of the area's existing waterway network for navigation, providing improved access to the waterways for leisure and recreational purposes and promoting economic activity. Alongside such opportunities careful consideration needs to be given to ensuring the appropriate environmental balance is maintained.

Policy LT3 - Recreational Routes, Public Rights-Of-Way, Disused Railway Lines

The District Council will, in co-operation with others, continue to protect, enhance and extend public rights of way and the use of river corridors, other waterside areas (including drains and The Wash coastline) and disused railway lines for recreational and nature conservation purposes. Improved access from the built up areas into the countryside will be given particular attention.

Where new or improved public accesses and rights of way are proposed, consideration should be given to ensure that these are accessible to all sections of society, including wheelchair users and those with mobility difficulties.

► The Fens Waterways Link

7.25 The Fens Waterways Link project has been set up to improve the waterways within the region, and ultimately link the cathedral cities of Lincoln, Peterborough and Ely. This is to be achieved by the improvement of existing, and creation of new waterways. As a part of the project a new waterway is intended to link the Welland at Crowland to the Nene, east of Peterborough.

7.26 Within the implementation plan, navigation hubs have been identified and three such hubs are within South Holland:

- Spalding has been identified as a location for a major navigation hub that would provide extensive moorings for up to 200 boats, with ancillary developments including boat repair yards and accommodation.
- Crowland has been identified as an intermediate size hub, with moorings for 20-40 boats and the provision of general boating facilities and some accommodation.
- West Pinchbeck has been identified as a minor hub, with mooring for 10 boats, and washout facilities.

We believe that an allocation of land for the marina development at Spalding will best be undertaken as part of preparation of the Local Development Framework, specifically the Area Action Plan for Spalding. This will provide the opportunity for consideration of the options and of any proposals put forward to the Council.

7.27 The development of the Fens Waterways Link will also provide opportunity for other water based recreation and the promotion and development of tourism.

Policy LT4 - The Fens Waterways Link

The District Council supports the principle of the Fens Waterways Link and the economic and tourist benefits that it will bring.

Planning permission will be granted for development ancillary to the Fens Waterways Link subject to proposals satisfying other relevant policies within the plan, and the following criteria:

- 1) The proposed development will not have a negative impact on the vitality and viability of the town centres.**
- 2) The design of the proposal minimises its impact on the countryside.**
- 3) The proposal has suitable road access, and does not impact negatively on the flow of traffic near to the site, and is accessible by a range of means of transport.**
- 4) The proposal will not prejudice flood defences surrounding the site, or have a negative impact on the standard of flood defence.**
- 5) The proposal will not have a detrimental impact on the environment.**

► Golf

7.28 The demand to play golf continues to increase and it is accepted that by their nature golf courses need to be located in the open countryside. The need to protect the character and appearance of the countryside does remain however, and new golf courses and associated buildings need to be sensitively designed to ensure that they assimilate successfully into the wider landscape. Locations on the edge of settlements are likely to be required to ensure accessibility by a range of transport modes. The Council would encourage the use of drought-hardy grasses and landscaping to reduce the need for irrigation.

7.29 Careful consideration must also be given to the design and location of driving ranges to ensure that associated buildings, surrounding fencing, flood lighting and car parks do not have an adverse effect on the character and appearance of the surrounding area.

Policy LT5 - Golf

Proposals for the development of new golf courses and driving ranges will only be permitted where the following criteria are satisfied:-

- 1) the level of provision in the Local Plan area does not satisfy demonstrable demand;**
 - 2) the proposal would not harm the appearance of the landscape;**
 - 3) in the case of golf courses they are designed and landscaped in sympathy with the character and appearance of the surrounding landscape and adopt a natural, rough management regime;**
 - 4) there would be no harm to the amenity of nearby residents;**
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- 5) **ancillary buildings are designed to have minimal visual impact and in their design, form and materials of construction respect traditional buildings in the locality;**
- 6) **in the case of driving ranges, there would be no adverse impact on the character or appearance of the area from associated fencing, structures and floodlighting; and**
- 7) **the site is accessible by a range of means of transport.**

► Leisure Hubs

- 7.30 The District Council recognises the importance of leisure facilities and the service they provide. This policy relates specifically to the area to the west of Weston village, around the Baytree Garden Centre and Fun Farm.
- 7.31 This area has existing leisure uses and is strategically located between the District's two largest towns on the main east-west transport corridor. The strategic location of the area in relation to the population and bus services mean that the site, whilst not within an existing built up area, is relatively sustainable compared generally to other rural locations.

Policy LT6 - Leisure Hubs

The District Council will grant planning permission for proposals to further develop the leisure hub at the Baytree/Fun Farm area adjacent to the A151 at Weston, as defined on the proposals map. Proposals should provide a range of facilities, and should satisfy the following criteria:

- 1) **The design of the proposal will not be harmful to the character and appearance of the surrounding area.**
- 2) **The scale of the proposal will not encroach on the rural location.**
- 3) **The proposal is accessible by a range of means of transport.**

The proposal should also be in keeping with other relevant policies within this plan.

► Caravan Sites

- 7.32 The Council recognises that caravanning and camping are popular recreational pursuits and provide flexible tourist accommodation. They can be of great benefit to the local economy and provide opportunities for farm diversification. As most
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- are self catering, local shops, pubs, restaurants and other businesses and attractions can benefit.
- 7.33 All proposals for new or extensions to existing caravan and campsites will have to meet strict criteria. Proposals should seek to minimise the impact on the landscape through careful siting, layout and design and should be well screened by indigenous landscaping. It is also important that there should be no adverse effect on the surrounding environment, wildlife, agricultural uses, or archaeological and historic sites of interest. The provision of any new sites will only be permitted where there is a demonstrated need.
- 7.34 The scale of the proposal and the number of pitches proposed will be a key consideration in assessing the impact of proposals, particularly given the topography of the South Holland landscape which often enables long distance views of development. Small sites associated with existing rural businesses that can be successfully assimilated into the landscape are more likely to be acceptable. Access is of particular importance and sites should be located close to major roads and existing facilities and services. The Council must be satisfied that the extra traffic generated would not compromise highway safety.
- 7.35 Static caravan sites can be particularly difficult to accommodate without harming the character and appearance of the surrounding countryside. Static caravans are generally larger than touring caravans and are permanently sited. Where static caravans are individually owned or leased on sites the site can become suburban in appearance as people personalise their pitch with decking, sheds, gardens and similar accessories and belongings. Planning conditions will be imposed to prevent such suburbanisation and to ensure that static caravan sites meet the needs of conventional holidaymakers rather than providing second homes. Proposals for static caravan sites exceeding twenty pitches will not normally be acceptable. A condition will be imposed on any planning consent, limiting occupation by a single individual or family to a period or periods not exceeding 6 months in total in any one calendar year and preventing caravans being used as the primary residence of any individual, thus avoiding caravans being used as permanent residential accommodation.
- 7.36 It is essential that caravan sites are well screened all year round and not just in the summer months when vegetation is at its thickest. Some existing sites are in prominent locations and lack the necessary landscaping which would help them blend into the environment. PPG21 'Tourism' recognises the need for Councils to examine the scope for improvements in the quality of sites and schemes to improve the visual quality of these sites will therefore be supported. However proposals to increase the overall number of pitches and site area will be very carefully assessed.
- 7.37 Regard will also be had to the cumulative effect of sites on the landscape character or rural amenity of the countryside.

Policy LT7 - Caravan Sites

Proposals for new, or extensions to existing, holiday sites for touring, static, transit caravan and camping sites will be permitted provided that the following criteria are satisfied:

- 1) provision is made for the landscaping and screening of caravans, buildings and storage areas in order to prevent any adverse visual impact on the countryside;**
- 2) the development is small scale and related to the capacity of existing facilities and services in the local area;**
- 3) occupancy is restricted to genuine holiday and not permanent accommodation;**
- 4) any associated buildings are sensitively designed and of a scale commensurate with the size of the site;**
- 5) the site is well located in relation to an adequate road system which can accommodate the traffic generated;**
- 6) the proposal would not harm the amenity of existing residents in the locality;**
- 7) The site would not be at high risk of flooding or rapid inundation.**

This Policy does not apply to residential caravans which will be evaluated using the policies which relate to new housing development.

► Equestrian Development

7.38 PPS7 acknowledges that “horse-riding and other equestrian activities are popular forms of recreation in the countryside that can fit in well with farming activities and help to diversify rural economies”. Horse riding continues to grow in popularity and there is a demand for stabling, particularly on small parcels of former agricultural land purchased for grazing. The cumulative effect of stables in an area can seriously harm the character of the countryside. The Council acknowledges the opportunities for new local employment which commercial riding stables, livery stables and equestrian centres can provide. Such proposals will be considered under those policies of the plan relating to development in the open countryside, the design of new development and farm diversification.

7.39 The Council encourages such activities whilst aiming to ensure that buildings associated with recreational horse-riding have a minimal impact on the landscape or nearby housing in terms of noise, smell, appearance or traffic generation. As equestrian facilities are often located in rural areas and in order to retain the rural character of the District it is important that high standards of design, siting and construction are used. This will also benefit the welfare of the animals. Where possible the re-use of existing buildings is encouraged to help alleviate the potential visual impact on the countryside.

Policy LT8 - Equestrian Development

Proposals for buildings to be used in association with the recreational keeping of horses outside defined settlement limits will only be permitted where all of the following criteria are satisfied:-

- 1) the buildings are located within or adjacent to an existing group of buildings and would not adversely affect the character and appearance of the surrounding landscape;**
- 2) there would be no harm to the amenity of nearby residents by virtue of smell or general nuisance;**
- 3) satisfactory measures are implemented for the storage and disposal of manure and putrescible waste.**

Particular care will be taken to ensure that such development is appropriately landscaped and that associated paddocks retain an agricultural appearance.

Permission will not be granted for visually isolated equestrian buildings outside defined settlement limits.

Chapter 8- TRANSPORT & COMMUNICATIONS

- 8.1 This chapter of the draft local plan is closely associated with the Local Transport Plan (LTP) for Lincolnshire 2000/01 - 2005/6 and aligns with the Government's policies for transport. The land use policies set out in this plan support the themes of the LTP which are:
- to develop strategic transport networks
 - to promote the integration of all forms of transport
 - to serve the rural areas
 - to widen travel choices - foot, bicycle, public transport
 - to promote safe travel, inclusive communities and a better quality of life
 - to manage transport and related resources in an efficient way.
- 8.2 The County Council is now preparing its second LTP, covering the next five years although it will also set out priorities for the longer term, particularly in respect of major road schemes.
- 8.3 The spatial strategy of the local plan aims to concentrate most new development especially housing, employment services and cultural activity towards the market towns and to selected rural service centres in a hierarchical or sequential approach maximising on existing investment and infrastructure, widening travel choices and reducing reliance on the private car.
- 8.4 However, in the rural areas the scope for reducing reliance on the private car is hindered because of limited public transport provision and high levels of car ownership. Certain activities associated with food production, processing and distribution are sited in the rural areas and are heavily reliant on the use of the private car and heavy goods vehicles.
- 8.5 Nevertheless we actively support the provision and improvement of public transport, so as to provide people with a choice of transport options. Within the District there have been two community transport schemes launched. Firstly, the Call Connect+ scheme, which uses mini buses to link the smaller villages to the main Interconnect 505 service at interchanges in Holbeach and Long Sutton. The second scheme is the countywide Dial-a-Ride, which provides a service for those not able to use public transport. There are now two Dial-a-Ride buses in South Holland. Having regular or flexible services throughout the day will enable people to travel to work, school or to go shopping, reducing rural isolation and social exclusion within the District. Also, Spalding has seen the introduction of its 'Into Town' bus service.
- 8.6 Another initiative established in the Local Transport Plan is Community Travel Zones. One zone covers Spalding, with the aim of reducing the number of car
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journeys of two miles and under by promoting walking, cycling and the use of public transport.

- 8.7 A further opportunity for bus and community transport initiatives to be established is through the Lincolnshire Rural Transport Partnership, which initiated Dial-a-Ride.
- 8.8 The Peterborough - Lincoln railway line (the 'joint' line) goes through the District, with limited passenger services from Spalding railway station. There is the possibility that the rail industry may upgrade the East Coast Main Line which may necessitate more freight using the 'joint line'. The impact of this on road traffic flows in Spalding would need to be looked at carefully. If more freight uses the line this will provide the opportunity for goods, particularly from the food processing industry, to be transported in and out of South Holland by rail instead of by road. As part of this potential there is an ongoing study into the feasibility of a freight interchange point in South Holland.
- 8.9 Likewise there is the potential for improved passenger services and new passenger stations. Three possibilities for new stations are at Pinchbeck, Donington and Deeping St Nicholas, although these would need to be subject of detailed study and justification.
- 8.10 The Port of Sutton Bridge is well-placed facing continental Europe, and is an integral part of both the East Midlands region and Lincolnshire's strategic port infrastructure network. The Port has a role to play in working towards the national strategic aims for sustainable distribution, and specifically as part of a countywide strategy for freight movement, identifying how best to meet the transport needs of both the food sector and general industry in the area. The Port provides opportunity to handle special or bulky loads and materials in particular, not only from continental Europe but also from UK locations. Port Sutton Bridge is already important in its immediate locality but there is potential for developing its role serving a wider region. As such it needs to be considered as part of a multi-modal freight transport system.

► Safeguarding Road Routes

- 8.11 One major road scheme identified by Lincolnshire County Council which is to be programmed within the next few years is the A1073 Spalding to Eye improvement. Improvements to the A1073 Spalding to Eye is part of Lincolnshire's strategy to selectively upgrade strategic road corridors to more properly tie into national and European networks. The improvement of this route connects the food, agriculture and distribution sector of the local economy to the south eastern markets and to the east coast ports. The route is shown to be safeguarded on the proposals map. It is important that, if this scheme is to be progressed at a reasonable cost and in its scheduled time-scale, development is not permitted which would prevent the ultimate development of the scheme. Development should not lead to delays in road construction because of subsequent forced revisions to the line or additional compensation claims.
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- 8.12 The Council supports in principle the creation of an A151 Whaplode and Moulton bypass which would improve connectivity in this busy and important transport corridor in the interests of the economy of the District, environment and society of the villages including road safety. We will pursue the potential for this scheme through the current preparation of Lincolnshire's Second Local Transport Plan. No route has yet been identified by the County Council, consideration of the idea is at the earliest stages only and as such the District Council are not yet able to safeguard a route under this policy.
- 8.13 The historic development of the road network in Spalding results in there being no satisfactory link between the A151 Bourne Road and B1172 (formerly the A16) on the western side of the town. Traffic movements from the western half of the town southwards towards Peterborough, and vice versa, must either use the roads passing through the town centre, the conservation area and along the riverside, or otherwise through the built-up residential areas. Particularly, Hawthorn Bank and St Johns Road are used as through routes by vehicles, including heavy goods vehicles between the B1172 and the A151. These roads are substandard in width and alignment and have substandard junctions to the major routes with which they connect. Further new residential development in the Wygate Park area and Holland Park area in the western half of the town will only exacerbate the situation.
- 8.14 The District Council holds the view that there are environmental and traffic movement benefits to be gained by building a new link road between the A151 and the B1172. New residential development in the south western sector of the town necessitates a new road link from the A151 to Horseshoe Road and beyond to the B1172 to meet the traffic needs generated by that development. (The first section of this route from the A151 end is now in place). The safeguarding of this route is a requirement in our approved development brief for the residential development of this sector of the town, and this road will need to be provided as part of and funded through housing development at Holland Park under Policy HS3.
- 8.15 The Council further believes that there are benefits in extension of this western relief road northwards from Monks House Lane across the Vernatts Drain and eastwards to Spalding Road. This would provide ready access to the main employment area and to the bypass, and an alternative to town centre routes for local traffic not destined for the town centre itself. No specific route has yet been identified, it is not part of the County Council's current road programme and this plan has not allocated land for development which would deliver the road. Therefore we are not yet able to safeguard a route under this policy. However, we will seek the County Council's acknowledgement of the network benefits of such a road and we will explore options for how it might be delivered. We will pursue the potential of the scheme through the current preparation of Lincolnshire's Second Local Transport Plan and explore the issues that it and any enabling development would raise through our Local Development Framework, specifically our intended Spalding Area Action Plan.
- 8.16 Both the safeguarded route from the A151 to the B1172 and the proposed road from Monks House Lane to Spalding Road involve crossing the railway line. In
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each case this will need to be achieved by a road bridge rather than level crossing. All existing crossings in the town are level crossings. The western relief road will therefore, in particular, ease traffic flow by providing a means of crossing the railway without interruption from train movements.

- 8.17 The potential development of land north of Station Road under Policy EC13 provides an opportunity for a new road to be provided which could ease traffic flow in and out of the town centre.

Policy TC1 - Safeguarding Road Routes

Proposals for development which prejudice the construction of the following new county road schemes will not be permitted:

- 1) **A1073 Spalding to Eye improvements.**

Proposals for development which prejudice the construction of the following development led highway schemes will not be permitted:

- 2) **Completion of the link from the A151 Bourne Road through Holland Park to the B1172 (Spalding Common).**
- 3) **The proposed link road from Station Road to Pinchbeck Road/West Elloe Avenue.**

► Cycling, Cycle Ways

- 8.18 For a largely rural area, historically South Holland has had a relatively significant proportion of all journeys being undertaken by cycling. The area has a flat terrain and cycling is potentially a convenient round-the-clock, door-to-door means of transport for a wide range of people where distances to be travelled are not great and where the availability of public transport is generally low. Cycles are quite extensively used for journeys to work, to school and to the shops.
- 8.19 As well as being a means of daily transport, cycling is also a leisure activity with potential for future growth, particularly in the countryside. It is an active pastime that can be enjoyed by persons of any age and is increasingly becoming a tourist activity in the area.
- 8.20 Cycling is environmentally friendly being quiet, non-polluting, using little space, and causing negligible damage to roads, tracks or paths, or any other aspect of the fabric of town or country. However, one of the real deterrents to cycling arises where cyclists mix with large volumes of motor traffic on roads, without special provision being made for them. They are vulnerable to conflict with motor vehicles no matter who is at fault. Making cycling more attractive by the provision and improvement of facilities to meet their specific needs would encourage their greater use in preference to other modes of transport.
- 8.21 In recent years, we have in conjunction with the County Council, Sustrans, and others, sought provision of urban cycleways, especially in Spalding as part of the
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Community Travel Zone project and earlier initiatives and the identification of rural cycle trails as part of the tourism strategy. 20 miles of the Sustrans National Hull to Harwich cycle routes passes through the eastern part of the District. We are actively pursuing the implementation of the Fosdyke - Spalding - Peterborough regional cycleway and we are in the process of securing a link from Crowland to Peterborough.

- 8.22 Many of the existing and proposed cycle routes are associated with existing rights of way, riverbanks or disused railway. These areas are often valuable areas for nature conservation and other recreational uses such as walking.

Policy TC2 - Cycling, Cycleways

The District Council will protect the existing and projected cycleways, as defined on the proposals map, and extend them as opportunities arise. Planning permission will not be granted for proposals that would prejudice any element of the existing cycleway network or the implementation of the proposed or extended network.

In considering proposals for development the District Council will require provision to be made for cyclists including direct links to the existing or proposed cycleway network if necessary.

► Telecommunications

- 8.23 We recognise that modern telecommunications are an essential and beneficial element of local, regional and national economies and that the industry is continuing to develop rapidly. In this respect many telecommunications installations are covered by the General Development Order and are permitted development.
- 8.24 Working from home has now become an increasingly realistic option for many people in office based employment providing the potential to reduce road traffic and improve demand for local services, which may be particularly important in rural communities such as South Holland.
- 8.25 Where new equipment and structures require planning permission it is recognised that constraints will be imposed on siting due to technological limitations imposed by the type of network involved and the technology available at the time. Proposals for new facilities will be considered in relation to the overall network provision to establish whether alternative locations exist. Where alternative facilities are already available, we will require evidence that there is no possibility of sharing before accepting new structures. It is acknowledged that the licence conditions imposed on operators require them to investigate sharing of mast facilities or erecting, in co-operation with other operators, a mast for joint use. Operators will be expected to demonstrate that such possibilities have been explored. Where possible existing buildings and other structures should be considered as possible sites for locating telecommunications equipment before the erection of specialist mast structures.
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8.26 Within the limits imposed by communications technology the impact of new structures will be considered against other environmental and site planning policies. Particular care must be taken when siting new structures to minimise their impact on the amenity of the surrounding area, especially in conservation areas, within the setting of listed buildings, in the open countryside or in sites of nature or scientific interest. The use of tree planting as a visual barrier may be appropriate.

Policy TC3 - Telecommunications

In determining whether approval of siting and appearance is required or in considering planning applications for new masts or other apparatus for telecommunications development from licensed telecommunications operators the District Council will need to be satisfied that:

- 1) the siting and external appearance of apparatus, including any location, landscaping requirements, materials or colouring, have been designed to minimise the impact of such apparatus on amenity, while respecting operational efficiency;**
- 2) antenna have, so far as is practicable, been sited so as to minimise their effect on the external appearance of the building on which they are installed;**
- 3) applicants for new ground based masts have shown evidence that they have explored the possibility of erecting antennas on an existing building, mast or other structure;**
- 4) applicants have considered the need to include additional structural capacity to take account of the growing demand for network development, including that of other operators;**
- 5) for proposals located in a conservation area, within the setting of a listed building, in the coastal conservation area, in national and local nature reserves, in sites of special scientific interest, or near to scheduled ancient monuments or historic parks and gardens, applicants have demonstrated that there are no suitable alternative sites available.**

► Roadside Services

8.27 This policy refers in particular to the development of petrol filling stations, hotels, restaurants and their similar facilities located close to the principal roads to serve the needs of motorists travelling within and through the District. In considering any proposal for roadside facilities special attention will be given to demonstrable need, design, landscaping, signage illumination and the amenities of neighbouring uses.

8.28 Proposals should provide facilities which would allow drivers and passengers to relax and obtain access to refreshments, fuel and overnight accommodation, in a pleasant, well landscaped environment.

- 8.29 In determining proposals for roadside services in the open countryside, particular care needs to be afforded in terms of layout and design to minimise any visual impact. Lighting, flagpoles, banners and corporate signage can erode the visual quality of the open countryside. The Council does not wish to encourage the development of too many sites for roadside services, as this may result in a detrimental effect on existing services within the towns and villages, especially in rural areas. The development of roadside service areas can also introduce new, large-scale activity into previously quiet areas of the countryside.
- 8.30 Applications for such facilities should be accompanied by a full assessment of need which prove the absence of acceptable alternative facilities. The Council will require, as part of any planning consent, that the facility publicises local facilities and services that are available.
- 8.31 The Council wishes to ensure that adequate facilities for motorists are provided but at the same time seeks to prevent a proliferation of roadside development in the open countryside and to protect the viability of existing town and village services.

Policy TC4 - Roadside Services

Development of roadside service facilities will only be permitted where all of the following criteria are met:

- 1) There is a demonstrable need for such new facilities;**
- 2) The development will not be detrimental to the visual amenity or nature conservation interest of the location, create traffic problems, or adversely affect the amenity of neighbours or the character of the existing environment;**
- 3) The proposal will incorporate a high standard of landscaping;**
- 4) Signage, including the level and appearance of illumination, will not be in discord with the surrounding area; and**
- 5) Appropriate safe access is designed in accordance with the requirements set out by the Highway Authority.**

Applications in the open countryside will only be permitted where there is an established gap in provision which cannot be reasonably met within defined settlement limits. Particular regard must be paid to any adverse visual impacts created by lighting, flagpoles, banners and signage and visual impact or intrusion into the countryside.

Chapter 9 - IMPLEMENTATION AND MONITORING OF THE LOCAL PLAN

► Implementation

- 9.1 Day to day implementation of the Local Plan is through the use of its policies in determining applications for planning permission and other consents under the Planning Acts. We intend to prepare development briefs for key development sites, as indicated in our Local Development Scheme. We will encourage prospective applicants to refer to the Plan before submitting applications. Through advice notes and pre-application discussions, we will encourage applicants to consider the appropriateness of their proposals and perhaps improve them before submission. For larger development proposals we will consider using our development team approach which brings together named officers from relevant disciplines to engage in discussions with the applicant. We will continue to evolve our front line interfaces with customers, including the Customer Service Centre and our website www.sholland.gov.uk
- 9.2 In order to ensure that the Plan's objectives are achieved, we will not only use its policies in arriving at planning decisions, but also take enforcement action where necessary. This includes action against unauthorised development and breaches of planning conditions. Enforcement is a vital strand of the powers available to the Council for maintaining and enhancing the quality and amenity of the built and natural environment.
- 9.3 Key to the implementation of the Local Plan is the Council's work with service providers, key stakeholders and developers. We seek to influence the actions and investment priorities of a variety of other agencies in addition to those of the Council itself. Doing so is of increasing importance to ensure that people have access to a range of services and facilities, jobs and a high quality environment. In particular we will use a matrix approach to working on cross-cutting themes across the Council, and also will work with the Rural Action Zone (RAZ, which is the Local Strategic Partnership in South Holland).
- 9.4 We have a number of Supplementary Planning Guidance notes which assist with the implementation of certain policies of the Plan. Where necessary, we will review these or produce new-style Supplementary Planning Documents to further assist the use of the Local Plan.

► Monitoring

- 9.5 We will regularly monitor the Plan against key indicators or targets associated with the main land use policy areas of the Plan. The Council is now required by Government to produce an Annual Monitoring Report (AMR) relating to its Local Plan / Local Development Framework and to submit it to them annually. We will then publish that report. In readiness for our new style AMR, which needs to be submitted by the end of 2005, we are reviewing our indicators and targets (including those set out in the Sustainability Appraisal of the Plan). We need to

meet the Government's minimum requirements for monitoring and collect information of particular relevance to South Holland, but not collect unhelpful information or set up so many indicators that we are unable to collect all the information with the resources available. Where appropriate we will use monitoring information that is already collected by others.

- 9.6 We will also keep under review changes to the Lincolnshire Structure Plan, the Regional Spatial Strategy, Government policy and advice, changes to the policies and intentions of other agencies, trends in the development industry and wider economy and changes to the development plans of adjoining authorities. Government requires us to keep under review the matters which may be expected to affect the development of the District or the planning of its development.
- 9.7 When monitoring indicates that a revision of planning policy may be required, or the preparation of new policy or guidance, we will consider programming such work within our Local Development Scheme. If monitoring indicates that the Plan's intended strategy is not being achieved, for example if there is an insufficient delivery of new housing, then we will seek to manage the delivery if necessary by reviewing the release of land allocations. Monitoring of housing provision will need to cover all sources: extant permissions, allocated sites, urban capacity sites and windfall sites. Further information on the monitoring and phasing of housing is given in Policy HS2 and its supporting text.
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Appendix One- HOUSING LAND

This appendix summarises the housing land situation as at 1 April 2004. A more detailed breakdown of the information is provided within the Local Plan Monitoring Report and Revised Urban Capacity Study, both of which are background papers to the Local Plan.

One of the key responsibilities of the Council is to ensure that there is sufficient housing land to meet the requirements of the District over the period of the Local Plan, 2001-2021. The plan aims to focus the majority of development in urban areas and to conform generally with the strategic housing requirement of the Lincolnshire Structure Plan for the period 2001-2021. The Structure Plan allocates 7600 dwellings to be distributed 5700 (75%) dwellings to the urban areas, namely the 5 towns, and 1900 (25%) to the rural areas as shown by Table 1.

The Housing Chapter explains how the new plan proposes to control development further by limiting where new planning permissions will be granted. In order to address the strategic housing aims for the District the plan aims to direct the majority of housing development towards the Main Town of Spalding. However the policies also aim to bring forward some new development in the Area Centres, namely the other four towns, namely Crowland, Holbeach, Long Sutton and Sutton Bridge and the main village of Donington. Given the sustainable development objectives of the plan, and the constraints on overall housing numbers the spatial strategy does not provide for major growth of the smaller villages.

The effect of the measures set out in the Housing Chapter is that the amount of new housing supply conforms to that required by the Structure Plan.

Table 1: Structure Plan strategic housing provision

Location	Emerging Structure plan requirement 2001-2021	Per annum	%
Urban Areas (5 towns)	5700	285	75
Rural Areas	1900	95	25
District Total	7600	380	100

Table 2 reveals the housing land availability situation and shows the number of properties under construction and those not started as at 1 April 2004. Completions are also shown from the base date of the plan, 1 April 2001 up to 1 April 2004. The table identifies that there is still a higher level of development in the rural areas than that which policy allows for in the Structure Plan. However the policies in the Local Plan have helped bring the distribution of development more in line with the spatial strategy and housing provision set out in the Structure Plan since 2001. The proportion of housing in rural areas is 31%, and this is getting closer to the figure in the newly emerging Structure Plan, 25%. The proportion in the towns is getting correspondingly higher, closer to the 75% in the Structure Plan.

Table 2: Housing Land Availability as at 1 April 2004

	(a) Under Construction		(b) Permission Not Started		(c) Subtotal (a+b)		(d) Completions 1 April 01- 31 March 04		(e) Total (c+d)	
	Nos	%	Nos	%	Nos	%	Nos	%	Nos	%
Urban Areas (5 towns)	204	46	1965	86	2169	79	1093	55	3262	69
<i>(of which Spalding)</i>	<i>(140)</i>	<i>(31)</i>	<i>(1367)</i>	<i>(59)</i>	<i>(1507)</i>	<i>(55)</i>	<i>(629)</i>	<i>(32)</i>	<i>(2136)</i>	<i>(45)</i>
Rural Areas	242	54	333	14	575	21	883	45	1458	31
District Total	446	100	2298	100	2744	100	1976	100	4720	100

The Urban Capacity Study theoretically identified a significant amount of potential development that could occur through making more intensive use of land in residential areas. The Urban Capacity Study also revealed that with the exception of Spalding there is a limited range of unconstrained/modestly constrained brownfield sites available. The findings revealed that some greenfield land within the urban areas or urban extensions would also need to be identified to enable the Council to adequately meet the Regional Planning Guidance and Structure Plan strategic requirement to 2021, as shown by table 5. Table 3 identifies the urban capacity totals as at 1 April 2004. These capacity figures are also shown in tables 5 and 6.

Table 3: Urban Capacity update 01 April 04

Settlement	Total Capacity	Greenfield		Brownfield	
		Total	%	Total	%
Spalding	448	76	17	372	83
Crowland	132	32	24	100	76
Holbeach	186	30	16	156	84
Long Sutton	138	40	29	98	71
Sutton Bridge	60	9	15	51	85
Donington	112	30	27	82	73
Total	1076	217	20	859	80

Table 4 sets out the Remaining Strategic Requirement for the District to 2021. Tables 5 and 6 identify specific plan provision in the urban and rural areas, based upon the remaining requirement from Table 4, namely 2436 in the urban areas and 442 in the rural areas. The plans provisions aim to ensure that the distribution of development is brought in line with the Structure Plan.

Table 4: Remaining Strategic Requirement

	Strategic Requirement	Total	Remaining Requirement
Urban Areas	5700	3262	2438
Rural Areas	1900	1458	442
Total	7600	4720	2880

Table 5: Strategic Requirement Breakdown in the Urban Areas

Urban Areas			
Remaining requirement			2438
Spalding	Capacity		448
	Allocations	Holland Park- allocated previously	450
		Holland Park- additional extension	1000
Holbeach	Capacity		186
	Allocations	Land by A151	150
		Foxes Lowe Road	150
Long Sutton	Capacity		138
Crowland	Capacity		132
Sutton Bridge	Capacity		60
	Allocations	Deallocation land at Bridge Road	-290*
		Chestnut Terrace	15
		Withington Street	15
Urban Total of plan provisions			2454

* Based upon the likely refusal of two renewal applications for approximately 290 dwellings in Sutton Bridge.

Table 6: Strategic Requirement Breakdown in the Rural Areas

Rural Areas			
Remaining requirement			442
Donington	Capacity		112
Group Centres	Brownfield/Infill Allowance		200
Other Rural settlements	Allowance		80
Other open countryside	Allowance		40
Rural Total of plan provisions			432

**Appendix 2– Maximum Car Parking Standards – taken from:
 Lincolnshire County Council’s Development Guide on
 Transport and New Development Issues in Lincolnshire (January
 2005)**

TYPE OF DEVELOPMENT	MAXIMUM STANDARD	NOTES
RESIDENTIAL – Please note that within the section for Houses and Flats, all locations within South Holland fall within category C.		
Houses and Flats (including Aged Person Dwellings)	<p><u>A. Within the Lincoln Central Parking Zone :</u> A maximum on average of 1 space per dwelling</p> <p><u>B. Elsewhere in Lincoln and in other major towns :</u> A maximum on average of 1.5 spaces per dwelling</p> <p><u>C. The rest of the County :</u> A maximum on average of 2 spaces for dwellings with 3 or less bedrooms and 3 spaces for dwellings with 4 or more bedrooms.</p>	<p>The Lincoln Central Parking Zone is defined in the City of Lincoln Local Plan</p> <p>It is hoped that in due course, the other major towns to which standard B applies will be identified in the appropriate Local Plans. In the meantime, developers should contact the County Council and appropriate District Councils for further guidance.</p> <p>A garage plus the space immediately in front of it will count as one space.</p>
Sheltered Housing - Warden Aided Accommodation	1 space per 2 units	
Community Homes - Homes for the Elderly/ Children/Physically or Mentally Handicapped	1 space per 3 residents	
Halls of Residence/Nurses Homes/Other Residential Hostels	To be assessed on individual merits	The general aim will be to restrict parking to the minimum required for safe operation (e.g. off-loading/ picking up) within the larger urban areas and to 1 space per 3 residents elsewhere.
RETAIL		
Food Retail	1 space per 14 m ² gfa	In general, parking provided within town centres will

		normally be expected to be short stay and available for general public use, subject to the Local Planning Authority's agreement.
Non - Food Retail	1 space per 20 m ² gfa (including any external display area)	In general, parking provided within town centres will normally be expected to be short stay and available for general public use, subject to the Local Planning Authority's agreement.
EMPLOYMENT		
Offices	1 space per 30 m ² gfa	
General Industry	1 space per 65 m ² gfa	
Warehousing	1 space per 150 m ² gfa	
EDUCATION		
Nursery Schools/Primary Schools/ Secondary Schools	To be assessed on individual merits, but typically 1 space per 2 staff plus an allowance for visitors	A School Travel Plan is likely to be required in support of any proposal.
Higher and Further Education	To be assessed on individual merits, but typically 1 space per 2 staff plus 1 space per 15 students	A Transport Assessment and/or Travel Plan is likely to be required in support of any proposal.
OTHER DEVELOPMENT TYPES		
Cinema/Theatres/Conference Facilities/ Bingo Halls/ Other Places of Assembly with Fixed Seating	1 space per 5 seats	
Hospitals (including extensions to existing sites)	To be assessed on individual merits	A Transport Assessment and/or Travel Plan is likely to be required in support of any proposal.
Stadia	To be assessed on individual merits, but typically one space per 15 seats	A Transport Assessment and/or Travel Plan is likely to be required in support of any proposal. This will need to include provision for coach parking.
Sports Facilities (e.g. Leisure Centre/ Swimming Pools/ Squash Clubs)	To be assessed on individual merits	A Transport Assessment and/or Travel Plan is likely to be required in support of any proposal. This will need to include provision of coach parking at larger sites.

Restaurants/Cafes/Public Houses/ Licensed Clubs	1 space per 3 m ² public drinking area + 1 space per 5 m ² public dining area	Additional facilities, such as accommodation and conference facilities will need to be assessed separately in accordance with the appropriate standard.
Hotels	1 space per bedroom	Additional facilities, such as bars/dining rooms open to the general public and conference facilities will need to be assessed separately in accordance with the appropriate standard.

Minimum Cycle Parking Standards

Cycle theft is a major deterrent to potential cyclists. Hence, an important measure in trying to encourage greater use of cycles, particularly for short trips, is the provision of secure cycle parking. Developments will therefore be required to provide suitable cycle parking for both employees and visitors/customers. In addition, at larger sites, developers will also be required to demonstrate that they have considered the additional needs of employees who cycle through the provision of facilities such as lockers, changing and shower facilities as part of an overall Travel Plan.

Minimum Standards

TYPE OF DEVELOPMENT	
Food Retail	1 stand per 250 m ² gfa
Non - Food Retail	1 stand per 500 m ² gfa
Offices	1 stand per 200 m ² gfa
General Industry	1 stand per 200 m ² gfa
Warehousing	1 stand per 1000 m ² gfa
Cinema/Theatres/Conference Facilities/ Bingo Halls/ Other Places of Assembly with Fixed Seating	1 stand per 20 seats

Note 1 : The minimum standards in the above table are given as “stands”. This refers to a typical inverted ‘U’ type stand (often referred to as a Sheffield stand), which is capable of accommodating 2 cycles. Where this style of parking is not being used, then the number of racks, etc, being provided will need to be adjusted accordingly to provide the appropriate number of spaces.

Parking for cyclists at other developments will be considered on their own merits, normally as part of a Transport Assessment and/or Travel Plan. As a general guide, provision for employees will be made the rate of 1 space per 4 staff with further provision for visitors/customers appropriate to the size/facilities of the development.

► Type of Stand

Cycle parking for public use will generally be of the “Sheffield Stand” type which allow cycles to be easily supported and the frame and wheels to be locked. This style of stand may also be appropriate for employee parking where the numbers to be provided are small. Cycle racks which simply support a wheel, either in a “butterfly” holder or paving slot, will not be approved.

All long stay cycle parking for employees should be under cover and secure (e.g. within a locked compound). A range of proprietary systems is available, including covered

racks capable of holding a number of bikes and cycle lockers which provide secure storage for the bike and associate equipment e.g. helmets.

► Location

In general, cycle parking should be :

- in a secure, easily accessible position regularly overlooked by staff or passers-by;
- adjacent to the entrance, particularly for visitors;
- well signed and lit;
- ideally under cover;
- positioned so as not to present a hazard to pedestrians, particularly those with impaired vision.

In town centre locations, it may be preferable for developers to contribute towards the provision of cycle parking stands for general public use.

Minimum Motorcycle Parking Standards

The use of motorcycles, mopeds and scooters (collectively referred to as Powered Two Wheelers) offer a number of benefits, particularly for short journeys. They are a relative cheap and convenient form of transport, require less parking space than cars and generally produce less air pollution. Recent years have seen a dramatic increase in the sales of smaller Powered Two Wheelers.

► Number of Spaces

Parking for Powered Two Wheels should be provided at 1 space per 20 car parking spaces. Secure anchor points to which machines may be locked should normally be provided.

► Location

In general, parking for Powered Two Wheelers should be :

- flat, level and firm enough to prevent stands sinking into the ground;
- in a secure position regularly overlooked by staff or passers-by;
- as near to the entrance as the site layout permits;
- well signed and lit;

- ideally under cover, but if this is not possible, clear of trees, etc., to avoid falling sap, bird droppings, etc;
- positioned so as not to present a hazard to pedestrians, particularly those with impaired vision;
- designed to ensure that they are not used by cars and other vehicles.

In town centre locations, it may be preferable for developers to contribute towards the provision of motorcycle parking stands for general public use.

In addition, at larger sites, developers will also be required to demonstrate that they have considered the additional needs of employees who use Powered Two Wheelers, such as lockers for storing crash helmets and clothing, and changing facilities as part of an overall Travel Plan.

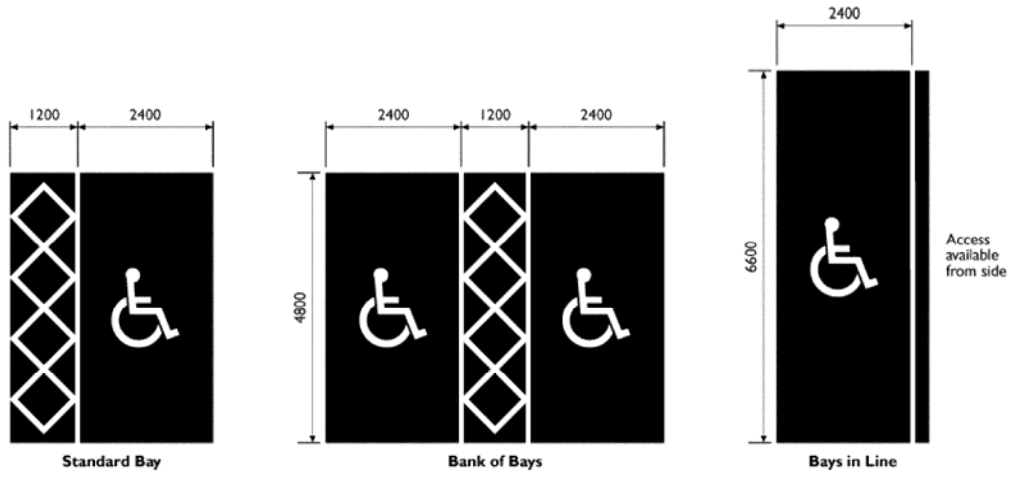
Parking for Disabled People

At all new developments, consideration should be given to the parking needs of disabled people. In general, 5% of the total car parking provided should be dedicated as parking for the disabled. Clearly signed spaces will therefore be provided in accordance with the following standards :

Less than 20 spaces in total	a minimum of 1 space
More than 20 spaces	2 spaces or 5% of the total, whichever is greater

In some instances where a higher than normal usage by people with disabilities is expected (e.g. day centres or education establishments for those with disabilities), then increased provision will be required. In addition, employers will be encouraged to provide individual spaces for each known disabled employee.

Car parking spaces for people with disabilities should be located as close as possible to the main entrance (or to an alternative fully accessible entrance if the main entrance does not meet these requirements). Appropriate dropped kerbing should be provided. Adequate space should be provided to enable wheelchair users to easily gain access to and from their cars. Typical layouts are shown in the diagrams below.



Further guidance on parking for people with disabilities can be found in the DETR's Traffic Advisory Leaflet TA05/95 : Parking for Disabled People.

Appendix Three- List Of Background Papers

The following background papers are available on request:

- Sustainability Appraisal Of The Re-deposit Local Plan (2005)
- Settlement Services And Facilities (2005)
- Strategic Flood Risk Assessment (2002)
- Urban Capacity Study (2005)
- Housing Needs Survey (2003) And Update (2004)
- Retail Capacity Study Update (2004)
- Study Of Open Space Within The Five Towns (2005)
- Local Plan Monitoring Report (2004)
- Changes Made To The Local Plan (2005)
- Statement Of Publicity And Consultation (2005)
- Housing Land Availability (2005) – Copies are available to view from the Council Offices only.
- Strategic Landscape Capacity Study (2003)

Appendix Four- GLOSSARY OF TERMS AND ABBREVIATIONS

Affordable Housing: homes provided to meet the needs of people who cannot afford to buy or rent suitable property on the open market and which are therefore homes made available at a rent or price below the normal market level, irrespective of size or type of dwelling, which are affordable and which are made available to meet demonstrated needs in the area.

Agriculture: Defined by Section 336(1) of the Town and Country Planning Act 1990 as including: horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or furs, or the purpose of its use in the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes.

Ancient Monument: A nationally important site consisting of upstanding or buried remains protected under the Ancient Monuments and Archaeological Areas Act 1979.

Annual Monitoring Report (AMR): Local Planning Authorities are required to produce an AMR to assess how the policies are performing against their relevant targets and what action is required if targets are not being met. Any changes will be brought forward through a revised Local Development Scheme.

Area Action Plan (AAP): Development Plan Documents covering parts of the District. They focus upon implementation, providing an important mechanism for ensuring development of an appropriate scale, mix and quality for key areas of opportunity, change and conservation.

Article 4 direction: removes permitted development rights contained within the Town and Country Planning General Permitted Development Order 1995 on the grounds that to exercise these rights would have an adverse effect on the character of the area.

Backland development: development of land to the rear of existing properties, often using garden land.

Brownfield: see previously developed land.

Built Environment: Those parts of the District which are primarily built-up, including all settlements, buildings and other structures.

Bulky Goods Retailing: The sale of large goods which the customer would not normally be expected to take away without assistance from vehicular transport. Associated with items such as carpets, DIY goods and large electrical goods.

Circular: document issued by Government focusing on legislative and procedural matters.

Commitment: land with a current planning permission on which the permitted development may be not started or under construction.

Comparison Goods: A term used in retailing to indicate goods purchased for longer term use and likely to be subject to 'comparison' between suppliers before purchase. Includes clothing, footwear, household goods, books, stationery, chemists goods, photographic goods, jewellery, leather, sports goods, cycles and prams.

Conservation Area: An area of special architectural or historic interest, the character of which it is desirable to preserve or enhance. These areas designated by the Local Planning Authority under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Conservation Area Consent: Within conservation areas, consent from the Local Planning Authority is required prior to the demolition of a building. This consent for demolition is referred to as 'conservation area consent'. Powers relating to the issue of conservation area consent or refusal are given to the Local Planning Authority within the Planning (Listed Buildings and Conservation Areas) Act 1990.

Convenience Goods: A term used in retailing to indicate goods purchased for regular consumption. Includes food, groceries, drink, confectionery, tobacco, newsprint.

Countryside: Those parts of the District lying outside the defined settlement limits. There is no designated Green Belt within South Holland.

Curtilage: any yard, garden or similar land which is clearly associated with the use of a house or building.

Defined Settlement Limits: The boundary which defines that part of particular settlements to which certain key development policies relate. They replace the 'Development Boundaries' set out in previous Local Plan documents.

Derelict Land: There is no statutory definition of derelict land, but it is defined administratively as 'land so damaged by industrial or other development that it is incapable of beneficial use without treatment'.

Development: "The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building." (Town & Country Planning Act (1990) Part III Section 55).

Development Brief: A document providing more detailed guidance on the planning and development of a particular site. It may be prepared in association with a design brief.

Ecological Site: An area of natural history interest.

Edge of Town Retailing: A term relating to the location of a retail outlet outside, but close to, the defined town centre itself.

Employment: For the purposes of this Local Plan the term employment land will normally refer to land intended for use within Classes B1, B2 or B8, as defined in the Town and Country Planning (Use Classes) (Amendment) Order 2005. Sui generis employment uses outside these categories may also be appropriate, subject to normal site planning considerations.

Environmental Impact Assessment: Generally refers to project appraisal, involving the evaluation of the environmental impact of particular development proposals. The Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 set out the instances in which the preparation of an EIA is a requirement.

European Marine Site: The most important areas for marine wildlife in the European Union (EU). They are designated under the Habitats Directive, which provides for the creation of a network of protected terrestrial and marine wildlife areas across the EU to be known as the Natura 2000 series. A European Marine Site may consist of Special Areas of Conservation and Special Protection Area when found in intertidal and marine areas.

Comment [.IC75]: Changes to Appendix 4- Glossary section.



Express Consent: Permission granted by the Local Planning Authority for the display of advert signs. Powers to determine advertisement applications and thereby to grant express consent are given within the Town and Country Planning (Control of Advertisements) Regulations 1992.

Factory Outlet Centre: Specialist retail outlet selling at discounted prices, branded factory seconds, surplus stock, experimental stock or discontinued lines.

Farm diversification: supplementing farm incomes by providing non-agricultural sources of revenue in order to maintain the viability of farm holdings.

Food Cluster: Reference to this high level of food production that takes place within the District; the District can be referred to as a ‘food cluster’.

Food Processing: The factory based element of the food production industry.

Food Sector: Used to refer collectively to the different elements of the food production industry.

Full planning permission: application where all details are approved.

Greenfield Site: Land which has not been previously used for urban development or other urban land uses, most often comprising land last used for agriculture and located outside existing built up areas of a settlement.

Hectare: An area 10,000 sq. metres or 2.471 acres.

Houses in Multiple Occupation (HMOs): a property occupied by persons who do not form a single household but who share certain facilities, such as kitchens and bathrooms.

Housing Needs Survey: survey undertaken to ascertain the level, type and distribution of housing need within the District.

Infill Site: An area which can accommodate one or two dwellings in an otherwise continuously built-up frontage.

Listed Building: A building designated by the Secretary of State for Culture, Media and Sport under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Such buildings are designated due to their special architectural or historic interest.

Deleted: National Heritage

Listed Building Consent: A permission, similar to planning permission, required from the Local Planning Authority for demolition, or substantial demolition and for any works of alteration or extension which would affect the character of the listed building. Control applies for both external and internal works which would affect the special interest of the building. Planning permission may also be required.

Deleted: , in whole or in part,

Local Development Framework (LDF): the new form of spatial development plan introduced by the Government's planning reforms in the Planning & Compulsory Purchase Act 2004.

Local Development Scheme (LDS): Project Plan setting out how the Local Planning Authority will develop their Local Development Framework over a 3 year period.

Local Heritage Interest Buildings: buildings and structures that do not merit national listing but are of particular local importance.

Local Nature Reserve: Established by a local authority under the powers of the National Parks and Access to the Countryside Act 1949.

Local Planning Authority: The planning authority responsible for the local area. In the case of South Holland District the local planning authority is South Holland District Council.

Mixed Use Development: Developments that include a mixture of more than one of the following: housing, employment, leisure, shopping and community facilities.

National Nature Reserve (NNR): Reserves declared by statutory conservation agencies under Section 19 of the National Parks and Access to the Countryside Act 1949 or Section 35 of the Wildlife and Countryside Act 1981.

NPFA: The National Playing Fields Association.

Open Countryside: see Countryside.

Out - of - Centre Retailing: A term relating to retail development outside the defined town centres, but not necessarily outside urban areas.

Outline planning permission: establishes the general principle of development. The exact details are reserved for later approval.

Permitted development rights: minor development which is granted planning permission by the General Permitted Development Order 1995 and do not require the submission of a planning application.

Planning Conditions: Requirements attached to a grant of planning permission in order to ensure the effective and proper implementation of any given development.

Planning Obligation: See Section 106 Obligation.

Planning Policy Guidance (PPG): Guidance issued by the ODPM, to provide planning advice on Government policy and legislation.

Public Open Space: Space for formal and informal recreation activities with access generally open to the public.

Planning Policy Statement (PPS): guidance issued by ODPM to replace PPGs with shorter, more focused statements as part of the reform of the planning system.

Previously Developed Land (Annex C PPG: 3 Housing): Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural and forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures.

The definition excludes land and buildings that are currently in use for agricultural and forestry purposes, and land in built up areas which has not been developed previously (e.g. parks, recreation grounds and allotments- even though these areas may contain certain urban features such as paths, pavilions and other buildings). Also excluded is land that was previously developed but where the remains of any structure or activity have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings), and where there is a clear reason that could outweigh the re-use of the site such as its contribution to nature conservation or it has subsequently been put to an amenity use and cannot be regarded as requiring development.

Proposals Map: a map of the District showing the Plan's proposals and where policies apply.

Ramsar Site: Wetland Site listed under the Convention on Wetlands of International Importance especially as Waterfowl Habitat 1971 ('the Ramsar Convention').

Rural Action Zone (RAZ): A concept to promote partnership working and, through new ways of working together, to shape and improve rural life. This is the Local Strategic Partnership for South Holland.

Regional Planning Guidance (RPG): Issued by the Secretary of State. RPG8 provides a framework for the preparation and review of development plans in the East Midlands region, covering Nottinghamshire, Derbyshire, Lincolnshire, Leicestershire and Northamptonshire and the Peak District National Park.

Regional Spatial Strategy (RSS): The RSS, prepared by the Regional Planning Board, (in our case, East Midlands Regional Assembly – EMRA) provides a spatial framework to inform the preparation of LDDs and takes account of guidance from Planning Policy Statements. The RSS has become part of the Development Plan in law which is a

change to the previous system of Regional Planning Guidance. RSS 8 is therefore replacing RPG8 for the East Midlands.

Renewable Energy: The term 'renewable energy' covers those resources which occur and recur naturally in the environment. Such resources include heat from the earth or the sun, power from the wind and from water and energy from plant material and from the recycling of domestic, industrial or agricultural waste.

Retail Development: For the purposes of policies in this Local Plan retail development refers to uses generally occurring within Classes A1-A3 (inclusive) of the Town and Country Planning (Use Classes) (Amendment) Order 2005.

Retail Parks: Large development sites containing a concentration of at least three retail warehouses. Usually in out-of-town locations on major highway routes.

Retail Warehouses: Large single-level stores specialising in the sale of household goods and DIY items, catering mainly for car-borne customers and often in out-of-centre locations.

Rural "Exceptions" Scheme: Small schemes for affordable housing which are allowed in rural areas on sites where housing will not normally be permitted.

Safeguard (from development): The use of planning policies to prevent the loss of a site to development for purposes other than that for which the land is held in reserve, e.g. road schemes.

Section 106 Obligation: A legal means (under Section 106 of the Town and Country Planning Act 1990) by which a Local Planning Authority may restrict or regulate the development or use of land, for example in order to secure works which are necessary for planning permission to be given but which cannot be required by a planning condition.

Site of Special Scientific Interest (SSSI): Site notified under Section 28 of the Wildlife and Countryside Act 1981 for its biological, geological or physiographical interest.

Site of Local Nature Conservation Importance (SLNCI): site which is of acknowledged value and formally managed as nature reserves, whilst not being designated sites of international or national importance.

Special Area of Conservation (SAC): Area designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora ('the Habitats Directive').

Special Protection Area (SPA): Area classified under the EC Directive on the Conservation of Wild Birds, that protect bird species and the habitats upon which they depend ('the Birds Directive').

Strategic Flood Risk Assessment (SFRA): A study undertaken generally at District level, assessing the risk to land and property from flooding from the sea, rivers and land drains.

Structure Plan: The strategic plan for the County prepared by the County Council in accordance with Regional Planning Guidance, and to which our Local Plan should conform generally.

Supplementary Planning Document (SPD): Non-statutory Local Development Document which supplements the policies and proposals in Development Plan Documents.

Supplementary Planning Guidance (SPG): Guidance prepared by the Local Planning Authority to supplement the policies and proposals of the Local Plan, providing a greater level of detail. It can be a material consideration in the determination of planning applications.

Sustainable Development: "ensuring that the needs of the present are met without compromising the ability of future generations to meet their needs". The Government has set the following four objectives for sustainable development:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- prudent use of natural resources; and
- maintenance of high and stable levels of economic growth and employment. (From A Better Quality of Life - A Strategy for Sustainable Development for the UK, CM 4345, Department of the Environment, Transport and the Regions).

Sustainable Urban Drainage Systems: techniques to control and manage water run off before entering a water course, including preventative measures.

Tree Preservation Order (TPO): Section 198 of the Town and Country Planning Act 1990 empowers local authorities to make orders for the preservation of trees, in the interests of amenity.

Use Classes Order: 'Use Classes' are groups of land uses; subject to certain criteria being met, the uses are interchangeable for others within the same group without the need for planning permission. Use Classes are defined by the Town and Country Planning (Use Classes) (Amendment) Order 2005. In summary :

- A1: Shops
- A2: Financial and professional services
- A3: Restaurants and cafes
- A4: Pubs and Bars
- A5: Take-aways
- B1: Business
- B2: General industry

B8: Storage or distribution

C1: Hotels

C2: Residential Institutions

C3: Dwelling houses

D1: Non-residential institutions

D2: Assembly and leisure

Sui Generis: being a use which does not fall in a specific class.

Vitality and Viability: Referred to in PPG6 (major retail developments) as being an important consideration in looking at the cumulative effect of out of town retail developments on existing town centres. For example, the vitality and viability of a town centre could be affected by a significant increase in vacant properties and a marked reduction in the range of services a town centre provides, or a deterioration in the range and variety of shops and services provided.

Windfall Sites: Areas of land capable of accommodating over ten dwellings for which planning permission is granted for that purpose without having been previously identified for such development in the Local Plan.

INDEX

Advertisements and Signage Generally	39
Advertisements Outside Defined Settlement Limits	40
Adverts And Signage Within Conservation Areas And On Or Near Listed Buildings	103
Affordable Housing	54
Agricultural Land, Non-Agricultural Development On	23
Agricultural Occupancy Clauses	66
Agricultural Workers Accommodation, Temporary	62
Agricultural, Forestry and Other Workers Dwellings	61
Agricultural Workers, Accommodation for Transient	64
Alterations to Existing Buildings, Extensions and	37
Amenity, Residential, Protection of	36
Area Centres	19; 52
Barn Conversions	66
Caravan Sites	114
Community Infrastructure and Impact Assessment	25
Conservation Areas, Adverts And Signage Within, And On Or Near Listed Buildings	103
Conservation Areas, Demolition Of Unlisted Buildings Within	101
Conservation Areas, Development Affecting	99
Conservation Areas, Shop Fronts In, Or On Listed Buildings	102
Contamination, Pollution and	32
Contributions, Developer	25; 49; 54; 60; 110
Conversion of Redundant Rural Buildings to Residential Use	66
Countryside	19; 23; 40; 53; 67
Countryside, Development in the	23
Curtilages, Extension of	39
Cycling, Cycleways	120
Cyclists, Road Users, Pedestrians And, Facilities For, New Development	34
Density, Housing	46; 57
Design and Layout of New Development	32
Design and Layout of New Residential Development	59
Developer Contributions	25; 49; 54; 60; 110
Development and Sites of Local Nature Conservation Importance	88
Development and Sites of Special Scientific Interest	88
Distribution of Development	17
Disused Railway Lines, Recreational Routes, Public Rights-Of-Way	111
Diversification, Farm, Including Re-use of Redundant Rural Buildings	77
Drainage Systems, Sustainable Urban (SUDS)	30
Employment Areas, Major- Sites Allocated for Employment Use	73
Employment Areas/Premises, Existing	76
Employment Development In Built Up Areas But Outside The Major Employment Areas, New	75
Energy Efficiency	27
Energy, Renewable	91
Equestrian Development	116
Exceptions, Rural	58
Extension of Curtilages	39
Extensions and Alterations to Existing Buildings	37
Facilities For Road Users, Pedestrians And Cyclists, New Development	34

Farm Diversification Including Re-use of Redundant Rural Buildings	77
Farm Shops	84
Fens Waterways Link	112
Flood Risk, Development and	28
Garden Centres	85
Gateway Sites and Vistas, Important Sites-	106
Golf	113
Group Centres	19; 52
Gypsies and Travellers, Sites for	70
Hierarchy, Settlement	19
Hot Food Take-Aways	84
Housing Allocations, New	49
Housing Density	46; 57
Housing In Multiple Occupation (HMO) Use, Change Of Use Of Property To	69
Housing in Spalding (Non-Allocated Sites), New	51
Housing in the Group Centres (Non-Allocated Sites), New	52
Housing in the <u>Open Countryside, Including</u> Other Rural Settlements, New	53
Housing in the Area Centres (Other Towns and Donington) (Non-Allocated Sites), New	52
Housing Requirement	45
Housing, Affordable	54; 58
Housing, Monitoring and Phasing of	47
Impact Assessment, Community Infrastructure and	25
Important Sites- Gateway Sites and Vistas	106
Infrastructure, Community, and Impact Assessment	25
Land Rear of The White Hart, Spalding	86
Landscaping of New Development	36
Layout, Design and, of New Development	32
Layout, Design and, of New Residential Development	59
Leisure Hubs	114
Leisure, Recreation and Tourist Facilities	107
Listed Buildings, Adverts And Signage On Or Near, And Within Conservation Areas	103
Listed Buildings, Alteration, Extension And Change Of Use Of	97
Listed Buildings, Demolition Of	98
Listed Buildings, Development Affecting	95
Listed Buildings, Shop Fronts On, Or In Conservation Areas	102
Main Town	19; 51
Major Employment Areas- Sites Allocated for Employment Use	73
Mixed Use Proposals	85; 86
Monitoring and Phasing of Housing	47
Nature Conservation Importance, Local, Development and Sites of	88
Non-Agricultural Development On Agricultural Land	23
Northern Expansion Area, Spalding	85
Open Space In New Residential Developments	60
Open Spaces, Protection of	37
Other Rural Settlements	19; 53
Parking Standards in New Development	34
Pedestrians And Cyclists, Road Users, Facilities For, New Development	34
Phasing, Monitoring and, of Housing	47
Pollution and Contamination	32
Primary Shopping Areas, Development in	81
Protection of Open Spaces	37
Public Rights-Of-Way, Recreational Routes, Disused Railway Lines	111
Recreation, Leisure and Tourist Facilities	107

Comment [.IC76]: Change to Index Pages section.

Recreational Routes, Public Rights-Of-Way, Disused Railway Lines	111
Renewable Energy	91
Replacement Dwellings in the Countryside	67
Residential Amenity, Protection of	36
Retail Development Outside Defined Retail Centres	82
Retail Development, Small Scale	82
Retail Town, District and Local Centres, Development within	81
Rights-Of-Way, Public, Recreational Routes, Disused Railway Lines	111
Road Routes, Safeguarding	119
Road Users, Pedestrians And Cyclists, Facilities For, New Development	34
Roadside Services	122
Rural Exceptions	58
Rural Settlements, Other	19; 53
Safeguarding Open Space For Sport, Recreation And Leisure	110
Safeguarding Road Routes	119
Scheduled Monuments	105
Security Shutters	104
Services, Roadside	122
Settlement Hierarchy	19
Sewerage and Development	31
Shop Fronts In Conservation Areas Or On Listed Buildings	102
Shutters, Security	104
Signage Generally, Advertisements and	39
Signage, Adverts And, Within Conservation Areas And On Or Near Listed Buildings	103
Sites of Special Scientific Interest, Development and	88
Small Scale Retail Development	82
Sustainable Development, General	17
Sustainable Urban Drainage Systems (SUDS)	30
Take-Aways, Hot Food	84
Telecommunications	121
Tourist Facilities, Leisure, Recreation and	107
Town Centre Evening Economy	82
Travellers, Sites for Gypsies and	70
Unlisted Buildings Within Conservation Areas, Demolition Of	101
Vistas, Important Sites- Gateway Sites and	106
Water Efficiency	28
Water Quality	29
Waterways Link, Fens	112
White Hart, Spalding, Land Rear of The	86
Wildlife Corridors and Other Areas	88